

C A R I B B E A N

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C COMPASS

OCTOBER 2010 NO. 181

The Caribbean's Monthly Look at Sea & Shore

DESTINATION

DESHAIES

See story on page 22



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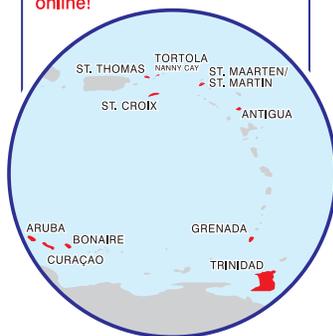
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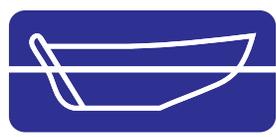
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Cover photo by Chris Doyle: Deshaies, in northern Guadeloupe, is a popular anchorage for passage staging and fun ashore



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.

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Info & Updates

St. Maarten Yacht Fees to Be Reduced

The St. Maarten Marines Trades Association (SMMTA) is pleased to announce that soon there will be a change to the Bridge and Mooring Fee structure for vessels in the eight- to 18-metre (26- to 59-foot) category. Effective January 1st, 2011, the fees for these vessels will be changed as follows:

- There will be a 30-percent reduction in bridge fee rates; and
 - There will be two free weeks' Harbour Fees given out of every eight consecutive weeks spent in St. Maarten (i.e. pay for six weeks and stay for eight).
- Bridge Fees are currently US\$10 for boats from nine to 12 metres in length, and US\$30 for boats from 12 to 15 metres in length. Harbour Fees are US\$20 per week for vessels eight to 13 metres in length, and US\$40 per week for vessels 13 to 18 metres in length.

Representatives of the SMMTA have been concerned for some time now about the high fees implemented by the Simpson Bay Lagoon Authority Corporation (SLAC) on January 1st, 2008, prior to St. Maarten Harbour Group assuming its management. The SMMTA's concern was the rapid and almost devastating decline in arrivals and stays for yachts in the eight- to 18-metre class. The SMMTA membership at large had reported major declines in business activities relating to this category of yacht. Mark Mingo, Chief Executive Officer of The St. Maarten Harbour Group of Companies, stated in December of last year, when SLAC was moved to St. Maarten Harbour Group of Companies, that yacht fees and the financial management of SLAC and its assets were top priorities and would be addressed within the year.

Through research and analysis provided by MMC Consulting Services and in conjunction with the Harbour Group of Companies management and administration group, they were able to verify that this category of vessel was, in fact, the most adversely affected by the sudden increase in fees and has experienced a drop of more than 50 percent in arrivals since 2008. It was for this reason that the SMMTA Board along with The St. Maarten Harbour Group of Companies felt it was so important to tackle the fees for this group first.

The SMMTA would like to take this opportunity to thank Mark Mingo and his management team, along with Jeff Boyd, Managing Director of MMC Consulting Services. Their cooperation and understanding throughout these past months of discussions has culminated in a final and successful meeting, which took place on September 15th. SMMTA would also like to note that in the months that SLAC has been in the fold of

the Harbour Group of Companies, noticeable changes have been made. Bridge tender staff are more professional, courteous and accessible; and the appointment of Eddy Johnson as the Maritime Department Head for Simpson Bay and the Lagoon as well as Great Bay has made a dramatic difference. Most recently, post-Hurricane Earl, safety and compensation issues were addressed immediately. Wrecks and abandoned yachts have been removed and noticeable improvements have been made to the channel-marking system in the Lagoon and in the ports and waterways of St. Maarten.

The SMMTA Board supports a continuation of this successful dialogue with The Harbour Group of Companies about the growth and health of St. Maarten's marine sector and ways that both organizations can work together to rebuild it.

For more information contact info@smmta.com or visit www.smmta.com.

Summer Sailing Camps' Success

The Grenada National Sailing Academy and the Grenada Yacht Club enjoyed a successful Summer Camp from 26th July to 6th August. The children enjoyed activities including learning the essential knots for boat rigging, sailing to Grand Anse Beach, having a fun day on the Pirate Ship, capsizing their boats — and putting



away the boats at the end of each day. Five girls from the Belair Home attended the camp and, despite never having been in a dinghy before, became very knowledgeable and enjoyed all the activities immensely. At the Graduation Party on August 6th children were given certificates and prizes, which included T-shirts from Budget Marine and water bottles from Lime.

Meanwhile, the Sint Maarten Yacht Club had six weeks of Summer Camps with more than 30 kids participating. This year the camps were split into advanced and beginners' camps to attract more nonmember sailors. During the beginners' camps basic Optimist sailing was taught, and in the advanced camps the children got the opportunity to sail Lasers and renew their sailing rules knowledge.

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Grenada Puerto Rico St. Croix St. Lucia St. Vincent Trinidad and Tobago Antigua Barbados



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Antigua Barbados British Virgin Islands Colombia Curacao Dominica Grenada Puerto Rico St. Croix St. Lucia St. Vincent Trinidad and Tobago

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Yacht Security Upgrades in Trinidad

Individual businesses, the Yacht Services Association of Trinidad & Tobago (YSATT), marinas and boatyards are working together to ensure that the Chaguaramas experience is a pleasant one for all visitors.

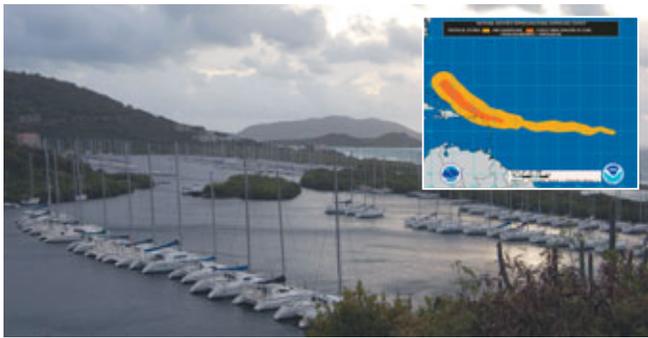
The Chaguaramas business group has formed a "neighbourhood watch" in the form of patrols on the water in Chaguaramas Bay. Each night, members team up and patrol the Bay to ensure the safety of the visitors and act as a deterrent to any possible thefts. The boat for the patrols has been generously donated by a YSATT member, Dynamite Marine Ltd.

YSATT collects details on incidents that happen in Chaguaramas Bay, whether in a marina or otherwise. While the marinas and their security handle the incidents that occur on their premises, they will inform YSATT should a major incident occur. All incidents that are reported to YSATT are sent on to the relevant authorities, i.e. Coast Guard, Maritime Services Division or Police, and circulated to the marinas and boatyards should the need arise.

The Trinidad & Tobago Coast Guard are encouraging all cruisers to continue to file their float plans, whether arriving or departing Trinidad. Once a float plan is received the TTCG will note the estimated time of departure and they will launch a patrol from the Staubles Bay Base in Chaguaramas or the Coast Guard base in Tobago, and will contact the yacht that has filed the float plan via VHF Channel 16. Please answer them — they can see you but you cannot always see them. Once you have reached your destination, please cancel the float plan by contacting the Coast Guard and letting them know that you have arrived safely. (The Coast Guard has called YSATT on many occasions looking for yachts that did not cancel their plans.)

Paraquita Plan Placates Hurricane Earl

On August 30th, Hurricane Season 2010 came alive for the Caribbean when the newly formed Hurricane Earl brushed the northern Leeward Islands and strengthened



Safe haven: bareboats in Tortola's Paraquita Bay the morning after Earl passed through

into a Category 4 storm. Earl caused damage such as beached vessels, power outages, flooding in low-lying areas, eroded coastlines, toppled trees and roofless homes on islands including St. Maarten, Anguilla and Antigua. The ports of the US Virgin Islands and the Puerto Rican ports of Vieques, Culebra, Fajardo and San Juan were closed, the US Coast Guard said.

The storm's center passed just north of the British Virgin Islands, home to hundreds of yachts, including large fleets of bareboats — a potential fiasco. However, yacht charter broker Ed Hamilton reports: "Few people know what goes into safeguarding all those bareboats when a storm threatens. In Tortola's Paraquita Bay, the companies have permanent storm moorings bow and stern, so more boats can be accommodated and damage between boats (always the biggest problem) is minimized. Once they move out after a storm, Paraquita is filled with empty rows of white mooring balls!"

Netherlands Antilles No More

Devi Sharp reports: On October 10th 2010 (10/10/10) the "Netherlands Antilles" will no longer exist. Bonaire, Sint Eustatius and Saba (the BES Islands) will become municipalities of the Netherlands with special status within the Dutch Kingdom. Curaçao and Sint Maarten become independent states within the Dutch Kingdom with the same status that Aruba attained in 1986.

The municipalities will resemble ordinary Dutch municipalities in most ways. They will have similar government structure and will be able to vote in Dutch national and European elections. Officials working for BES government offices will work for the Dutch government. Curaçao and Sint Maarten will follow Aruba's lead as an autonomous country within the Kingdom of the Netherlands, with its own constitution.

What does this mean to cruisers? The biggest change for most of us is that we will have to retire our well-worn Netherlands Antilles courtesy flags and adopt the flag of each island. The flags of Bonaire, Saba and Sint Eustatius ("Statia") will become Dutch municipality flags and should be flown as the courtesy flag for the island.

While in Bonaire in July and August, I heard rumors that on October 10th our visitation clocks would be reset and we could stay past our initial 90 days. I also heard that the new government would be more lenient and allow cruisers to stay for more than 90 days. However, the Immigration agent said that we should not expect any change in days permitted in the BES islands. The time of 90 days is based on the time visitors are permitted to stay in the Netherlands. This includes citizens of most countries, except of course, citizens of the Netherlands. There was also no indication that the current permitted time of 90 days per calendar year is subject to change.

On January 1st, 2011 the US dollar will become the legal tender on the islands of Bonaire, St. Eustatius and Saba, although guilders will continue to be accepted for cash payments until February 1st. The guilder will continue to be legal tender on Curaçao and Sint Maarten.



—Continued on next page

ARUBA

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The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront community combining the largest

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

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Cruisers' Site-ings

- Cruisers John DeLong and Stephen Aspey are starting a new website for cruisers in Chaguaramas, Trinidad. This is the "son" of the Facebook site that started up earlier this year but which will close in the coming months. John says, "We felt that the social networking emphasis of Facebook was not in keeping with the real interest of cruisers in getting as much info as possible. The Yahoo Group format allows for more features that we think will be of interest. Our aim is to provide a forum for discussion and sharing information of interest between cruising sailors, local businesses and other interested parties in Chaguaramas. Some of the interesting features of the site include a Q&A where people can pose questions to fellow cruisers. There's a file library of useful information, a picture feature, a calendar of local events, a phone book, links of interest to cruisers and a treasures of the bilge section. All these features and the discussion forum are open to anyone who joins — a Yahoo membership (free) is all that's required. This is a website run by and for cruisers and we hope it helps disseminate good information among all who might be here, or interested in coming here, or who have been here and have questions and helpful advice and information to share." Sign up at <http://groups.yahoo.com/group/trinidadcruisingsailorsforum>.

- The Montserrat Tourist Board's revamped destination website www.visitmontserrat.com is now live. The homepage allows users to view the latest weather, link to the local radio station, read the latest news, view upcoming events, and at a click of a button, translate the entire site into French, German or Spanish.

- Need quality photos of beautiful Dominica, The Nature Isle?

Visit www.imagesdominica.com and www.facebook.com/ImagesDominica. They've got great underwater shots, too!

- The new e-mail address of Hemingway International Yacht Club of Cuba is yachtclub@cni.hmh.tur.cu.

- The free cruising guide to Haiti is now available at www.haiticruisingguide.com.

Essential Caribbean Cruising Reference Books

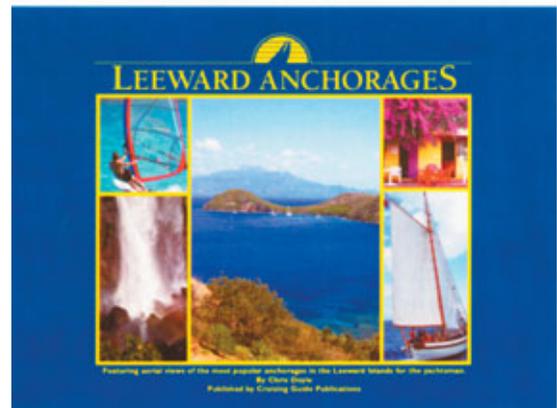
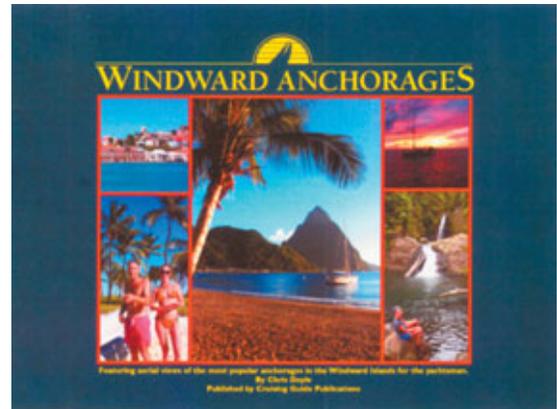
There are three recently published books you'll want to have if you're cruising the Eastern Caribbean.

The second edition of *Leeward Anchorages* is a collection of large (10" by 8") aerial photos of 43 popular yacht anchorages from Anguilla through Dominica. It is a companion guide to Chris Doyle's *Cruising Guide to the Leeward Islands*, but could be used along with any guides. In horizontal format, each spread is dedicated to an anchorage; the bottom page shows a full-size aerial photo, and the top page contains a relevant chartlet, brief navigation notes, and a reduced version of the aerial shot with overprinting highlighting anchoring and mooring areas, reefs and shoals, any aids or hazards to navigation, clear channels, etcetera. The books are spiral bound to lay flat. Seeing these bird's-eye-view photos makes the marks on a chart come alive.

The first edition of *Windward Anchorages* gives the same treatment to 47 anchorages in the Windward Islands, from Martinique through Grenada. Retailing at US\$29.95 each (if you buy both books, that averages out to 67 cents per anchorage), both books are available at bookshops and chandleries or from www.cruisingguides.com.

Continuing southward, we come to the 15th edition of the indispensable *Trinidad & Tobago Boaters' Directory*. This is a free 176-page soft-cover book containing everything visiting cruising sailors need to know about the boat service, repair and storage facilities in Trinidad — and a whole lot more.

—Continued on page 23



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Fx: 758-450-0717
marintek@gmail.com

St Maarten

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Fx: 599-544-3641
sales@electec.info

St Thomas

All Points Marine
Compass Point Marina
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Fx: 340-779-2457

Trinidad

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Fx: 868-649-9091
dieseltec@hotmail.com

Dockyard Electrics
Crews Inn Marina
Chaguaramas
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Fx: 868-634-4933
Richard@dockyardelectrics.com

Tortola

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BUSINESS BRIEFS

IWW Grenada, Working with the Community

During the course of any cruising season extra items have probably been purchased, be they kitchen or household utensils, non-perishable foods, clothing, bedding, etcetera. When the time comes to leave the boat, some of these are no longer required. What is to be done with them? Island Water World, Grenada has the answer. In Grenada the charity organization Grensave collects the type of items mentioned above and distributes them to those in need. At the St. George's Island



Visit book-swap day upstairs at Island Water World, Grenada!

Water World store, there is a 45-gallon barrel just inside the entrance. Cruisers can leave items no longer required in this barrel, and when it is full, Island Water World delivers the contents to Grensave. At the IWW branch at Grenada Marine, just drop items at the store and IWW's daily van service will bring them to St. George's.

Island Water World also helps The Grenada Heart Foundation. On the first Wednesday of every month Island Water World Grenada holds a book-swap on their balcony in St. George's, between the hours of 10 and noon. An EC\$4 fee includes access to the book swap plus coffee or tea (donated by Foodland supermarket) and biscuits. Also Le Phare Bleu Marina contributes their excellent bread to be sold at the book swap. All the proceeds from this popular monthly event go to The Grenada Heart Foundation.

While working with the above charities, Island Water World, Grenada was introduced to the JJ Robinson Trust. Each year the Trust runs a summer camp for more than 50 students over a four-day period in August. The trust asked IWW to give a talk on the yachting and marine industry in Grenada. Besides explaining the industry and the jobs available in it, a demonstration was given by one of the firm's employees of some of the items that Island Water World Grenada sells.

Island Water World, Grenada continually looks for ways to work with the cruising and island community for the benefit of all.

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

The ABC Marine of Curaçao Challenge

ABC Marine of Curaçao has all you need for boating and fishing — at very affordable prices. They say, "We invite you to compare our prices with those of the competition. Then you decide!"

For more information on ABC Marine see ad on this page.

Pampering for Boat-Weary Bodies in St. Lucia!

For the months of October and November, L'Essence in Rodney Bay Marina is offering a 20-percent discount on Hot-Stone Massages.

And for December, during the ARC arrivals, their specials continue with the famous Karen's Yacht & Crew Massage — do four massages, and get the fifth FREE for any crew.

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

New Website for A&C Brokers of Martinique

A&C Yacht Brokers of Martinique, which welcomed past and prospective clients at both the Cannes and Grand Pavois International boat shows in September, announce the opening of their new website at www.bateaux-antilles.fr. On this site you can find details of all A&C's new and pre-owned boats, updated in real time. An English version of the website, dedicated to their worldwide customer base, is available at www.bateaux-antilles.fr or at www.boats-caribbean.com.

For more information on A&C Yacht Brokers see ad in the Market Place section, pages 43 through 45.

2011 Nautical Almanac Available

Now available from Paradise Cay Publications, the *Nautical Almanac* is the cornerstone for all celestial navigation, listing the celestial bodies used for navigation, a sight reduction table, and other information valuable to the offshore navigator.

Paradise Cay Publications is the only entity in the United States other than the US Government legally authorized to publish the full contents of the *Nautical Almanac*. The content of this edition is identical to the United States Naval Observatory edition.

For more information visit www.parcay.com.

New Laundry Service for Yachts in Grenada

PJ's Laundry Service is a new company based in the Lagoon area of St. George's, just minutes from Port Louis Marina. They understand the needs of all aspects of the yachting community and are committed to providing a quality service. Whether it's the fast turnaround for the charter boat market or the regular collection and delivery for the liveboard cruiser at anchor in any of the southern bays, PJ's is the laundry to call.

They are currently providing an on-demand service for boats in Port Louis Marina and around the Lagoon area, as well as regular collections and deliveries to Prickly Bay and Mount Hartman Bay. In the future there will be a boat delivery service added for yachts outside the Lagoon and other areas will also be covered.

—Continued on next page



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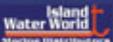


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—Continued from previous page

They are offering extremely competitive introductory rates with free delivery and collection.

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

Jamaica's Port Antonio Marina Reopens

After numerous years of inactivity, "Di Ole Marina" or, more correctly, the Port Antonio Marina, is open for business following a massive refurbishment. The facility was recently leased to the Sir Henry Morgan Angling Association, which runs the annual International Marlin Tournament at Port Antonio. Both the new English Pub and the Seafood Restaurant will be open to the general public as well as to members of the Angling Association. The marina will also play host to the 47th Port Antonio International Marlin Tournament October 9th to 16th.

For more information visit www.diolemarina.com.

New Fast Ferry for the Grenadines

St. Vincent & the Grenadines now has a new high-speed inter-island ferry service. One hundred and five feet long with a maximum capacity of 218 passengers, *Jaden Sun* offers passenger service between mainland St. Vincent and the Islands of Bequia, Canouan and Union Island.

For more information and the latest schedule visit <http://jadeninc.com/ferry/about>.

St. Maarten's Haul-Out Capacity to Increase

The St. Maarten Marine Trades are poised for a significant increase in the service-level capacity that they can provide to yachts this coming season. With St. Maarten Shipyard's anticipated arrival of a new 75-ton KMI Sea-Lift, the Shipyard will be able to haul vessels up to 85 feet in length and maximum beam of 45 feet. Coupled with the Cole Bay branch of Bobby's Marina — Bobby's Megayard — in early stages of operation, the haul-out capacity on St. Maarten for catamarans and large motor yachts is reaching new heights. The new Megayard facility will augment Bobby's existing 90-ton and 75-ton travel-lifts with a new 150-ton travel-lift. The new lift can handle vessels of 120-foot length with a maximum 35-foot beam.

Until last year, vessels of this size had to sail to Puerto Rico or Trinidad to haul out in the Caribbean. In late 2009, St. Kitts acquired a 150-ton travel-lift and has been experiencing growth in the marine sector because of it.

St. Maarten's continued investment in the marine sector, despite the economic downturn and the decline in market share due to the increase in Dutch-side entry fees in 2008 for the yachting tourist, provides a ray of hope that the coming season will be stronger than the recent past.

For more information contact Info@SMMTA.com.

Chill at St. Lucia's 'De Kornah' Bar & Restaurant

Named for its location in Gros Islet town, St. Lucia, 'De Kornah' Bar & Restaurant is a great place to chill out! In the heart of all the action, especially on Fridays in Gros Islet, De Kornah serves up a great lunch and dinner menu six days a week with perfectly mixed drinks and the prices are just right. The colourful bar, with balcony seat-



ing, is quickly becoming a town attraction. So next time you're in town, stop by and have a seat at De Kornah!

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

Better WiFi for Boats

The Wirie was invented in the Caribbean in April 2009 to provide a cost-effective, user-friendly, long range WiFi solution for boats. Since the beginning, Island Consulting has continuously made improvements to The Wirie.

The most recent development involves a high-end marine grade WiFi antenna. L-com, a leading antenna manufacturer in the wireless connectivity business for over 27 years, agreed to produce a marine grade antenna exclusively for The Wirie. Designed to stringent specifications, the new Wirie antenna is an 8dBi omni-directional high performance marine antenna that features sealed collinear brass elements inside a durable UV-stable white fiberglass radome. The sealed end cap ensures no water entry and drain holes in the base help prevent moisture build-up inside the antenna.

"We believe our partnership with L-com has allowed us to turn The Wirie into the most durable and best long-range WiFi solution available for boats and RVs," states Mark Kilty from Island Consulting.

The Wirie continues to offer many unique features: flexible stainless steel mounting bracket, easy to install and use software, comprehensive user manual, powerful 1000mW WiFi adapter, IP67 waterproof box, and superior customer support. The Wirie is easy to upgrade as technology continues to advance.

For more information visit www.thewirie.com.

Horizon Charters Offers SUPs in BVI

Horizon Yacht Charters has announced that charter guests can now rent stand up paddleboards (or SUPs) for the duration of their Horizon Active package at the British Virgin Island base.

The SUPs are high-volume Bic longboards that you stand up on, maneuvering with a single long paddle. They are stable enough for beginners to instantly "get it", but maneuverable enough to satisfy the Laird Hamiltons of this world. An ideal way to explore deserted coves tucked away around the islands, and work on your balance and core strength at the same time, SUPs can be enjoyed by all the family.

Horizon Yacht Charters has an extensive fleet of catamarans and monohulls with bases in Antigua, St. Martin, Grenada and the BVI. Horizon is the authorized Caribbean dealer for Fountaine Pajot catamarans and the regional dealer for Bavaria Yachts.

For more information visit www.horizonyachtcharters.com.

Caribbean Eco-News

Six Caribbean Countries Endorse Climate Change Accord

Panos Caribbean reports: Six Caribbean islands have now endorsed the controversial Copenhagen Accord, a key outcome of the 15th United Nations climate change conference held in Denmark last December. They include Antigua & Barbuda, Barbados, The Bahamas, Guyana, Trinidad & Tobago, and Jamaica.

The six islands join some 131 other countries in endorsing the accord, a non-legally binding agreement that critics say is woefully inadequate if the planet is to win the battle against global climate change.

Climate change poses the threat of rising sea levels, the loss of coastal livelihoods and the loss of certain marine species, as well as an increase in extreme weather events such as hurricanes and droughts.

The agreement makes provisions for developed countries to provide US\$30 billion for the period 2010 to 2012 for adaptation and mitigation efforts in the developing world. Beyond that, developed countries committed to mobilizing jointly US\$100 billion annually by 2020 to address the climate change needs of developing countries.

Ulric Trotz, science adviser to the Caribbean Community Climate Change Centre, said that there were some hopeful signs coming out of the accord and noted that it was on these that the region would build going into the climate change negotiations set for Mexico in November.

Dive Bequia's First Official Project AWARE Clean-Up

Divers and staff recently worked together to clean up one of Bequia's most popular diving and snorkeling sites, the Devil's Table reef, in conjunction with the PADI-affiliated environmental charity Project AWARE.

Project AWARE Foundation is a registered nonprofit organization. In partnership



'Dumpster' diving? Thumbs down to those who left all this trash on the reef, and thumbs up to Dive Bequia and Project AWARE for cleaning it up!

with scuba divers, Project AWARE offices located in the United States, United Kingdom, Australia, Switzerland and Japan combine efforts to conserve aquatic resources in more than 180 countries and territories of the world.

Polly Philipson, Project AWARE organizer, said, "It was great fun for divers, students and staff to work together to preserve a heavily used marine area which is home to a healthy reef. Devil's Table has a huge variety of juvenile fish and critters, and we hope to protect this area by being responsible water users."

A report was submitted from the clean-up to Project AWARE. Plastic bags, bottles, cans and fishing line were the most common debris although a chest freezer and tyres were found, too.

Project AWARE Foundation works in partnership with divers and watersports enthusiasts to combat challenges facing underwater environments. Project AWARE and volunteers are committed to conservation initiatives including underwater cleanups and marine debris prevention; coral reef conservation, monitoring and data collection; shark conservation; improved management policies and marine protection efforts; environmental training for divers and education programs for kids.

All divers received certificates from Dive Bequia, and Cathy Sachs and the team would like to thank them for their help.

For more information on Project AWARE visit www.projectaware.org.

Coral Scholars Work, Learn in Tobago

Coral Cay Conservation scholars Louis Augustin and Pascaline Cotte, both from the Chagos archipelago and residing in the UK, spent the month of August in Tobago as part of the coral reef conservation scholarship programme, developing their skills in reef conservation while working closely with the Speyside Eco-Marine Park Rangers. On April 1st, the British Government announced the creation of the Chagos Protected Area, at over half a million square kilometres one of the largest marine reserves in the world.

On August 31st, Pascaline and Louis attended the Tobago Independence Day reception, hosted by Chief Secretary of Tobago House of Assembly, The Honourable Orville D. London. The Chief Secretary highlighted the importance of preserving Tobago's natural beauty in order to sustain tourism, a key industry. Coral Cay Conservation hopes to continue to support the Tobago House of Assembly through efforts in researching, mapping and protection of Tobago's reef systems.

For more information on Coral Cay Conservation visit www.coralcay.org.

MPAs: Protect Corals with Reef Networks

According to a recent Reuters news release, a UN study showed that the world should safeguard coral reefs with networks of small no-fishing zones, and shift from favoring single, big protected areas. Peter Sale, a leader of the study at the UN University's Institute for Water, Environment and Health, told Reuters, "You need a network of protected areas... It's important to get away from single protected areas, which has been the common approach."

Fish and larvae of marine creatures can swim or be carried long distances. That means it is often best to set up a network of small no-fishing zones covering the most vulnerable reefs, with catches allowed in between. Closing big zones can be excessive for conservation and alienate fishermen who then ignore bans.

In the past, Sale added, countries had sometimes set up large protected areas for reefs but then cleared mangroves along nearby coastlines to make way for hotels and beaches for tourists. That can damage some fish stocks: "In the Caribbean, snappers and groupers spend their lives as juveniles in mangroves and sea grass beds," Sale said. As adults the fish go back to live on the reefs, creating a need for protected zones on both reefs and in mangroves.

Scientists recently discovered that the spiny lobster, the most valuable fishery in the Caribbean, has a larval stage lasting seven months, shorter than widely believed. Understanding ocean currents can help to show how far they get dispersed within seven months before settling on the seabed. That can also help in deciding where to site protected zones.

On September 7th, Dr. Peter Jones and Dr. Geoff Jones released a guide for managers of Marine Protected Areas (MPAs), urging them to take a new approach to management of the reefs. They claim that reef areas that support the wellbeing of over half the world's population are compromised by management practices that fail to recognize ecosystem interconnections.

The guide outlines ways to assess management actions which ensure that the larvae of coral reef species are able to disperse successfully from spawning sites to the reefs where they will settle and grow. This in turn will effectively sustain biodiversity and ecosystem functioning, as well as coastal fisheries.

Water Quality Study in Venezuelan Tourism Complex

Venezuela's non-profit Fundación La Tortuga has partnered with students from the University of Santa María, Oriente campus, to continue the research project "Evaluation of the Water Quality of the Canals in the Tourism Complex El Morro". This coastal complex in Puerto La Cruz contains condominiums, hotels, boatyards and marinas, connected by a system of canals joined to the sea. The water-study project began in 2008, based on the obvious deterioration of water quality and possible mass mortality of marine life in the canals. The participation of the students will allow the project to move forward in the face of funding challenges. The El Morro complex, designed by urban planner and yachtsman Daniel Camejo Octavio, is the heart of tourism and yachting activities in Puerto La Cruz.



For more information visit www.fundacionlatortuga.org.

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PHOTOS by Onne van der Wal

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Why Sea Turtles are Important

Sea turtles play an important role in the marine ecosystem and our lives. Sea turtles' diet includes jellyfish, which is the main diet for leatherbacks; sea turtles therefore help control jellyfish populations. Did you know that jellyfish devour fish eggs and larvae, mostly those of yellowfin tuna? Relentless hunting of turtles and poaching of their eggs could drive turtles to extinction within the next ten years, and the consequences are clear: the demise of sea turtles causes the loss of important amounts of fish species consumed by humans.

Hawksbills protect reefs by feeding on sponges, clearing space for the formation of new coral colonies. Green turtles feed on sea grasses, keeping the beds short and healthy, thus providing shelter to hundreds of species of small fish and crustaceans. The decline of the Caribbean Green turtles contributed to the die-off of sea grasses and the disappearance of coastal fish. Sea grasses protect the coastline from wave erosion thus stabilizing beaches. Loggerheads feed on crustaceans and discard the bits of shell in their feces; the disintegration of the shells increases the nutrient rate in the ocean-bottom ecosystems.

Ocean Life and Pollution

Stopping the harvesting and consumption of sea turtles and their eggs is important not only to contribute to the health of marine eco-systems, but also to preserve our own health. Sea turtles have been a traditional food supply for many peoples in the Caribbean, but recent research has shown that turtle meat is often heavily contaminated. By eating turtle meat or eggs we can put ourselves at risk of serious permanent health damage and even death.

Our oceans have been massively polluted with heavy metals, mercury in particular, for the past 40 years, due to chemical industrialization. Yearly, up to 6,000 tons of mercury are released into the environment.



Coal-burning and chlor-alkali industries use mercury for producing chlorine (used in plastics, pesticides and PVC pipes). Incinerators burning waste, including our popular backyard burning of garbage containing plastics, release mercury into the air, land and water, ending up in our oceans.

Turtles, in their long migratory lives, accumulate in their bodies elevated levels of contaminants present in the marine environment: mercury, cadmium, POPs (Persistent Organic Pollutants) and a cocktail of different pesticides. Inorganic mercury, in contact with water organisms, becomes methyl-mercury, a highly

Sea Turtles and Their Eggs: NO LONGER SAFE FOOD

by Marina Fastigi



Above: Children with a healthy hawksbill turtle to be released. Sea turtles have been a traditional food supply for many peoples in the Caribbean, but recent research has shown that turtle meat is now often contaminated

Left: Youth group in Carriacou with a rescued green turtle, also ready for release

toxic form of mercury. Small fish feed on tiny contaminated organisms; larger fish feed on small fish, accumulating mercury in their bodies; unable to expel these heavy metals through digestion, these remain in the organic system, poisoning it. High in the marine food-chain, migratory species such as the largest fish (tuna, swordfish, marlin, sharks, king mackerel, etcetera), dolphins, whales and turtles end up carrying very

high concentrations of methyl-mercury in their flesh, blood, organs and eggs.

The Global Map of Human Impact on Marine Ecosystems (*Science* magazine, 15 February 2008) shows that the Caribbean Sea ranges from "Medium" to "Very High" impact in terms of pollution and overfishing.

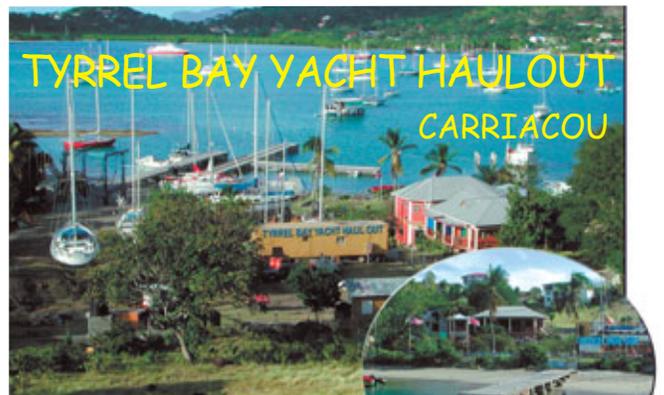
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Fish-eating migratory species (including birds) have been tested and found to be highly contaminated even in the most remote areas of the planet, demonstrating that location is no longer a factor of safety from pollution. Pollutants are everywhere, spread through the food-chain process of sea and air creatures, winds and ocean currents.

Connecting the Dots of a Larger Picture

Since 2002, the Barbados Sea Turtle Project, the University of the West Indies and the Wider Caribbean Sea Turtle Conservation Network (WIDECAST), including the Kido Foundation, have been applying ID tags to nesting and foraging turtles to monitor their migrations. Some hawksbills nesting in the Eastern Caribbean (as well as Green turtles that forage there) travel to the heavily polluted Gulf of Mexico, and our southern-born leatherbacks travel as far north as Nova Scotia, Canada and across the Atlantic to Britain's coastal waters.

Tuna is today a highly contaminated fish. In the USA and Europe, labels on large fish packages in supermarkets warn consumers of possible health risks. According to an article in the September 16th, 2006 issue of *New Scientist* magazine, the level of cadmium in sea turtles measures three times higher and mercury ten times higher than in tuna!

High levels of cadmium, aluminum, chromium, lead, silver, mercury and titanium were found in tissue samples taken from nearly 1,000 whales over a five-year period, from polar to equatorial waters. Mercury as high as 16 parts per million was found in these whales. Mercury-high fish (shark, swordfish), which health experts warn children and pregnant women to avoid, typically have levels of about one part per million.

The World Health Organization and EU have set allowable concentrations of the banned pesticide DDT and its breakdown products in food at no higher than 50 ppb (parts per billion). Sea turtles in the Atlantic have shown concentrations of breakdown products of DDT as high as 1,200 ppb.

Health Hazards

Medical researchers warn of the insidious effects that mercury toxicity may cause to the brain development of unborn babies and younger children. Effects include neuro-developmental diseases, mental retardation, attention deficit disorder and autism. Other serious risks for children and adults are neurotoxicity, kidney disease and liver cancer.

Diseases and symptoms induced by mercury poisoning include chronic fatigue, fibromyalgia, depression, anxiety, obesity, dementia, Parkinson's disease, cancer, heart failure and heart disease, memory problems, Alzheimer's, amyotrophic lateral sclerosis, multiple sclerosis, encephalopathy (non-specific brain malfunction), inability to concentrate, tremors, loss of balance, impaired hearing, tunnel vision, slurred speech, headaches, muscle pain and twitches, insomnia, digestive problems and food allergies.

Aphrodisiac or Impaired Sexual Function?

Sea turtle products have been prescribed over the centuries as remedies for anemia, asthma and respiratory problems and, in the Caribbean, sea turtle eggs are traditionally claimed to be an aphrodisiac, consumed mainly by males hoping to boost their sexual performance. According to doctors, the opposite is

true: the high concentrations of cholesterol and pollutants in turtle eggs may impair sexual performance and lower fertility; namely, it is the very consumption of turtle eggs that likely caused the embarrassing physical failure in the first place!



Above: This Green turtle with tumors was on sale at the local fish market

Below: A hawksbill with fibropapillomas. First seen on Green turtles in the 1980s, this type of tumor has now spread to other turtle species



Poisoning and Deaths

Reported globally, cases of poisoning and deaths (especially among children) from eating sea turtle meat, organs and eggs and drinking turtle blood, reveal the seriousness of the problem. In June this year, in Thailand, three persons died of chelonitoxism from ingesting hawksbill turtle meat: a village woman, an 11-month-old boy breast-fed by his mom who had eaten the same turtle meat, and a 60-year-old woman. Dozens of those who shared that turtle meat also suffered from symptoms including respiratory difficulty, stomach pain, nausea, vomiting, fever and double vision, but survived. In the Solomon Islands six children died out of the 28 people affected within five days

of eating turtle meat.

Based on the mortality statistics related to turtle poisoning, the public — in particular women of child-bearing age, nursing mothers and small children — should be discouraged from consuming any sea turtle products. Though turtles may appear healthy, there is a high risk that they carry internal tumors or dangerous bacteria and are contaminated with methyl-mercury, cadmium, POPs and pesticides.

Tumors Affecting Sea Turtles

Turtles too suffer from the pollutants they ingest and increasingly develop fibropapillomas (tumors or cancerous growths), which affect humans as well. On March 21st, 2007 in Carriacou, a mature Green turtle with a four-inch fibropapilloma bulging over her right eye was purchased alive by Kido Foundation at the fish market, thus preventing her contaminated meat from being sold to the unsuspecting public. This turtle had several smaller tumors on her neck, flippers and plastron. An inquiry among fishermen revealed that it was not the first sea turtle with fibropapillomas to be sold to the public in Carriacou.

International fisheries records show that sea turtles worldwide are afflicted with fibropapillomas. First seen on Green turtles in the 1980s, this type of tumor has now spread to other turtle species. It grows on soft tissues, eyes and mouth, through the carapace and plastron (belly), on lungs, kidneys, liver and intestines.

Bacteria Present in Sea Turtles

Ongoing studies show that sea turtles and eggs carry bacteria: mycobacteria (which may cause TB), salmonella, vibrio (may cause cholera), E-coli, chlamydia (causing a pneumonia-like disease), leptospira, arsenic and potentially lethal toxins from ingesting algal blooms (red tides).

Data from 2003 - 2004 showed that 80 percent of the samples of Green turtles in Baja California exhibited high antibody levels of leptospirosis. People infected with leptospirosis often show no symptoms, but left untreated, it can cause kidney damage, meningitis, liver failure, respiratory distress or death.

Cooking may kill bacteria and fungi (although it is very difficult to eliminate bacteria from your hands and tools after handling raw meat), but cooking does not eliminate the harmful toxins, which once ingested remain in our bodies. It is important to underline that cooking turtle meat or eggs cannot get rid of heavy metals.

Proposal for the Immediate Future

Common sense and deep concern for public health, as well as basic environmental conservation, suggest that authorities in charge need to establish a moratorium for hunting sea turtles in each Caribbean state, banning the trade and consumption of turtle products. It is also strongly suggested that authorities and the media duly inform the public of the health hazards associated with the consumption of sea turtles and eggs, as well as of other contaminated ocean creatures, which may expose us and future generations to serious health hazards.

Marina Fastigi, Ph.D. is Director of Kido Foundation, a not-for-profit organization in Carriacou, Grenada. "Sea Turtle as Food is a Health Hazard for Consumers" is a Kido public awareness campaign, supported by the World Society for the Protection of Animals (www.wspa-international.org). For more information call (473) 443-7936 or e-mail kido-ywf@spicicisle.com.

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REGATTA NEWS

USVI Junior Sailors Excel at I-420 Worlds

Six junior sailors from the US Virgin Islands represented the territory and St. Thomas Yacht Club in the International 420 (I-420) two-person dinghy this summer, some of them traveling to as many as three major sailing events in Europe.



Argy Resano, Agustina Barbuto, Nikki Barnes, Alec Tayler, Heidi Coyle, Ian Barrows, Alex Coyle and Ian Coyle at the I-420 World Championships in Israel

This ambitious summer of sailing started with two teams — Alex Coyle with Alec Tayler, and Nikki Barnes with Ian Coyle — competing at Kiel Week in Germany, from June 24th to 27th. Light winds created challenging conditions, with only five races completed out of a planned 11 for the regatta. Coyle/Tayler finished 17th and Barnes/Coyle 82nd in the 204-boat fleet.

Next was the Volvo Youth Sailing ISAF World Championship in Istanbul, Turkey, sailed July 8th to 17th by sailors aged 18 and under. Only one male team and one female team per country may compete in each class. Coyle/Tayler represented the Boys Division for the USVI, while Barnes and Agustina Barbuto raced in the Girls Division. As in Kiel, extremely light, shifty winds proved difficult for all sailors. Only three races were completed during the first two days of racing. The boys had a difficult start under these conditions and, while the girls performed better, they were carrying a DSCQ from the first race and they hoped to get in enough races so they could drop this worst score. In the end, the Coyle/Tayler finished 25th out of 36 and Barnes/Barbuto 14th out of 28.

Finally, the USVI team traveled to the I-420 World Championships in Haifa, Israel, held July 25th to July 31st. Coyle/Tayler sailed in the Open Class, as did Ian Barrows with Ian Coyle, while Barnes/Barbuto competed in the Women's Class. The Virgin Islands sailors got off to a great start with all three teams making it into the top half of their respective fleets, qualifying them for the Gold Fleet. Coyle/Tayler qualified by placing 26th out of 83 boats, Barrows/Coyle had a 17th place finish, and Barnes/Barbuto an 11th place finish. Great conditions meant the race committee was able to run all 11 planned races in the Finals. Ultimately, Coyle and Tayler finished 19th out of 83, Barrows and Coyle 12th out of 83 and Barnes and Barbuto 13th out of 74; all spectacular finishes for a Worlds competition, with the ages of the Virgin Islands I-420 team members ranging from 14 to 17 years.

The US Virgin Islands' I-420 Team was coached by Agustin 'Argy' Resano and chaperoned by Heidi and Tim Coyle.

For more information, visit www.facebook.com/usvi420sailing.

Carriacou Juniors Have Their Day

Ellen Birrell reports: A heritage steeped in sailing and

wooden boat building is a heady matter for the nine- to 14-year-olds registered for the August 1st junior races during the 2010 Carriacou Regatta Festival. The reality of this was illustrated by junior sailor Arkim's father, "Uncle C". In response to a compliment about his Carriacou sloop, *Margea's*, racing success, he said solemnly, "My son will take the helm one day." The pressure is on with an EC\$1,950 purse for juniors alone!

A Carriacou junior sailing program began in the early 1990s. With facilities and a fleet of Opti-like boats, Ted Tuson and volunteers held Saturday sailing sessions and periodic Fun Days attracting up to 17 youngsters. It was informal, effective and chaotic. Tuson moved to England in 2008 and the club struggled.

On islands like Bequia and Carriacou, junior sailing lives by the brilliance of a dedicated few. For Carriacou, it is now Teena Marie, a reluctant heroine. Her background was not all about sailing, the way it was for Ted Tuson or Mackie Simmons in Bequia. Marie uses her smarts and motivation to see her pre-teen son continue. She emphasizes teamwork, boat responsibility and safety on and off the water. Additionally, she teaches swimming, which she considers a prerequisite to sailing, and runs Small Fish, a profit-sharing craftwork company which markets regionally. Junior sailor Tristan's mother, Patsy, helps on the beach. Businesses such as in Stitches and Snagg's, and cruisers including Roland O'Brien, "Bananas" and Jim Hutchinson, have for a decade bridged gaps and supported the club.



Kobe James, Kaya Wilson, Tristan Eischner, Teena Marie, Arkim Compton, Miles Martineau and Noah Snagg

Redheaded Kaya, Marie's son, took third place in the regatta's junior division, sailing *Fire Fox*. Tristan, whose German father sailed into the Windwards 24 years ago and whose mother is from L'Esterre, Carriacou, tied for second with Lucas, the son of a L'Esterre merchant. Regatta winner, Noah, says, "I live in Grenada with my mother. My father lives in Carriacou. My Opti is here in Hillsborough."

Carriacou junior sailors straddle two worlds. One is modern sailing. The Grenada Sailing Club and regional youth regattas use ISAF racing rules. The other is their native open boat racing, where colloquial communication and rules take the day. "I'd like to see the kids race regionally," Marie observes. "To do this, I believe they need to learn international rules of right of way and racing." Her plan for the year ahead is to standardize and upgrade the fleet, and to increase the number of active members to 15, all the while encouraging more girls to participate.

Two Caribbean Junior Sailors Shine in Singapore

Fresh from competing in the I-420 World Championships in Israel in July, Ian Barrows of the US Virgin Islands won a Gold Medal at the first Youth Olympic Games held in Singapore in August, sailing in

the boys' Byte CII class. Barrows had hit the front on the penultimate day of the regatta and made certain of success with a third-place finish in the medal race. His score of 44 points gave him a 16-point margin of victory over Germany's Florian Haufe.

Netherlands Antilles' sailor Just van Aanholt clinched bronze after winning the race on the last day, shading out Finland's Kaarle Tapper by four points. Barrows stayed very focused to the end, as he maturely describes: "You've just got to stay really focused and not get too caught up in the results and not get too nervous. I had really good boat speed on the upwind and tactics, so that helped a lot and I was super conservative."

Just van Aanholt's success brought two Caribbean nations to the medals podium and he was proud of his experience in Singapore. "I'm just very happy. I think I am going to celebrate with all my friends. The Caribbean sailors are having a very good generation!"

Light Airls for Non-Stop Round St. Lucia Race

Sean Fuller reports: After a seven-year gap, the Non-Stop Round St Lucia Race returned on August 21st. Windless conditions did not bode well for this 70-mile race with a time limit of 15 hours. The start gun went off at 0700 with six boats inching across the line in 1.5 knots of wind just off the St. Lucia Yacht Club at Reduit Beach, Rodney Bay. They headed towards Pigeon Island to proceed west about the island. First over were two St. Lucia-based boats: *Attitude*, a J/24, followed by *Cider with Rosie*, a Frets 39. The fleet hoisted their spinnakers as they came onto a reach but most struggled to fill them. *Geronimo*, a two-tonner class, picked up speed as she approached Pigeon Island. Onboard was German skipper Bruno Bruchhof, his partner and a scratch crew of seven regular J/24 sailors.

The fleet beat towards the northern tip of St Lucia with *Cider* in the lead followed by *Attitude*, *Kaiso*, a Sovereign 40, and *Geronimo*. Following were *Breeze Away*, a Morgan 50, and *Spirit of the Wind*, a Beneteau 50. The wind stayed light, averaging eight knots.

Halfway down the east coast, *Breeze Away* and *Spirit of the Wind* retired, followed by *Kaiso*. With an average boat speed of only three knots, they would not have arrived back in Rodney Bay until the early hours. *Geronimo's* skipper says, "No wind presented monumental problems for the captains of the three remaining boats in the race that battled it out neck and neck to the bitter end."

The wind gods brought the three leading boats home before the cut-off time of 2100, with a serious match race developing between *Cider* and *Geronimo* in the closing stages. *Cider's* skipper, Ulrich Meixner, says, "From Vieux Fort to the Pitons we had a wonderful spinnaker run, doing hull speed and up to ten knots over the ground. We were leading up to the Pitons, perhaps 45 minutes ahead of *Geronimo* and about one hour ahead of *Attitude*, but then were stuck for two full hours! Only the current drift carried us through the Bay of Soufriere and just at the moment we decided to start the engine, the breeze kicked in and off we went."

Line honours were taken by *Geronimo*, with *Attitude* winning on corrected time leaving *Cider* with a double second. *Attitude* crewmember Beth Lygoe says, "A 14-hour sail really didn't feel that long as the island's coastline is inspiring to sail against, ever-changing wind conditions to kept us on our toes, two turtles popped up to welcome us to their waters, and numerous flying fish helped us along the way."

The day after, a party was held at the St. Lucia Yacht Club with a buffet and free Cavalier Rum sampling. Fastest boat around the island received "an average skipper's weight" in rum, being 80 bottles; first prize on...

—Continued on next page

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—Continued from previous page
 ...handicap was a free haul-out, scrub off and three days storage ashore. Overall Winner: *Attitude*, skippered by Jerry Bethel, second place: *Cider with Rosie*.



Above: SLYC Sailing Captain Edgar Roe congratulates Fastest Boat crew Nanette, Franck, Bruno, Daniel, Nick, Paolo and Scott. In white T-shirt is Leah of Cavalier Rums
 Below: Edgar with trophy winners on handicap, Edwin Chavez, Jerry Bethel, Jim Enright and Beth Lygoe



skipped by Ulrich Meixner, fastest yacht: *Geronimo*, skippered by Bruno Bruchhof.
 Thanks go to sponsors IGY Rodney Bay Marina, Renwick & Co (Cavalier Rum), Delirious, The Boardwalk Bar, Rain Forest Sky Rides and Heineken.
 For more information visit www.stluciayachtclub.com.

The 'Willy T' Virgins Cup Race, BVI

This year's William Thornton Virgins Cup Race, presented by The Royal BVI Yacht Club, will take place on Saturday October 9th, starting in Road Town Harbour, Tortola. Registration takes place on October 8th from 6:00 to 8:00PM at the Royal BVI Yacht Club.
 The Notice of Race, Sailing Instructions, entry form and courses are available at www.rbyvc.com/index.php/racing-a-cruising/racing/racing-calendar/nor-a-sl.

Volvo Triskell Cup, Guadeloupe

Start the new racing season with one of the most popular events in on Guadeloupe's sailing calendar — the Volvo Triskell Cup. It will take place from October 30th to November 1st at Petit Cul de Sac Marin and Baie du Gosier, Guadeloupe, just off the capital city of Pointe à Pitre. The regatta offers participants and spectators alike an intense sailing competition and a very festive weekend.
 For more information visit www.triskellcup.com.

6th Golden Rock Island-to-Island Regatta in November

Since 2005, St. Eustatius, historically known as The Golden Rock, has been the destination of the Golden

Rock Regatta, founded to highlight the historical ties between the US and St. Eustatius (Statia). This year's event takes place from November 13th to 17th.

Starting in St. Maarten, the Regatta consists of five days' racing from island to island. The route differs from year to year, with "Statia Day" on November 16th as one of the event's consistent highlights. This year the islands of Anguilla and St. Barth's are included in the program.

For more information visit www.goldenrockregatta.com.

Jolly Harbour Yacht Club Regatta, Antigua

The Jolly Harbour Yacht Club Annual Regatta will be held Saturday, November 13th and Sunday, the 14th. The skippers meeting will be on the 12th at the Foredeck bar in Jolly Harbour, Antigua from 1630 to 1830 hours.

This regatta will have three classes: Cruiser-Racer-Cruiser and Racer. The entry fee is EC\$6 per foot, which includes dinner at the Regatta Party with a band at the Foredeck bar on the Saturday, plus free dockage and a skippers' bag. There will be four races on the Saturday and three races on the Sunday (weather permitting). Antigua Barbuda Search and Rescue will be present at all the races to ensure safe sailing. Prizes will be presented on the Sunday at Foredeck bar.

All are welcome. Come sail and have fun with some of the best skippers Antigua has to offer!
 For more information visit www.JHYCAntigua.com.

The Formula 18 St. Barth Cata Cup

The St. Barth Cata Cup is the leading Formula 18 regatta in the Caribbean, this year taking place from November 18th through 22nd.

The Formula 18 class (F18) is one of the success stories in the sport catamaran scene. It was started in the early 1990s and quickly grew to a full-sized ISAF recognized class with big racing fleets all over the globe. Currently the F18 class is serviced by 11 professional boatbuilders who all have designed and built their own F18 boat; this is possible because the F18 class is a Formula class — any boat that adheres to a certain limited set of general design specifications may participate in all F18 races.

These F18s are equipped with asymmetric spinnakers and require a skilled and physically fit crew to do well in races. They are quite fast despite their heavy construction and the skill level in the F18 class is second only to the Olympic Tornado class.

Even if you are not racing, this should be a very exciting event to watch.

For more information visit www.stbarthcatacup.com.

Silver Jubilee ARC: Sail On to St. Lucia!

On November 25th, 1986, the starting cannon was fired from a Spanish Navy frigate and 204 yachts from 24 nations set off from Las Palmas de Gran Canaria on the inaugural Atlantic Rally for Cruisers (ARC), the longest trans-ocean race ever staged. Twenty-five voyages later, the event has etched its way into the records books, this time as the world's largest annual trans-ocean rally.

For 20 out of those 25 years the ARC has ended in St. Lucia, at Rodney Bay Marina, which has become widely regarded as the home of the ARC. This year's

Silver Jubilee ARC begins on November 21st, and most participants are expected to arrive in St. Lucia between two and three weeks later.

The aim of the ARC — both then and now — is to emphasize the amateur, Corinthian spirit as opposed to the more professional nature of some ocean-sailing events. For this reason rules are kept to a minimum. Although one of the thoughts behind this Rally was to add some zest and friendly competition to the long passage, another consideration was to increase safety. One of the few rules stipulates that every boat should carry a liferaft and an Emergency Positioning Indicating Radio Beacon (EPIRB). Although planned as a fun event, many crews expressed interest in competing rather than simply cruising, so in 1989 a Racing Division using the Channel Handicap System was introduced.

With the event continuing to grow in strength, reaching a record entry of 235 yachts and regularly exceeding 200 entries, it has become firmly established on the international sailing calendar. Multimillion-dollar upgrades to the IGY Rodney Bay Marina ensure that today's yachtspeople enjoy the highest standard in facilities matched by equally acclaimed international service delivery.

The ARC organizers, World Cruising Club, attempt to satisfy everyone taking part by providing prizes for performance, either on speed or on handicap, as well as presenting other prizes such as those awarded for the best family performance, the oldest boat, and the last arrival.

The Saint Lucia Tourist Board plays a lead role in coordinating and spearheading some of the key on-island activities for the participants and always seeks to ensure buy-in and support from the local community.

Since the start of the rally 25 years ago, the ARC has developed its own special character, forging many friendships in the relaxed atmosphere and profound sense of camaraderie that has become the hallmark of this special event that entices people back year after year.

It is a combination of all of those factors, along with the excitement of new and innovative things planned



for commemorating this Silver Jubilee of the ARC, which continues to fuel anticipation and added richness to the already colorful history of the Atlantic Rally for Cruisers... Sail on ARC!

For more information on the ARC visit www.worldcruising.com.

For more information on St. Lucia visit www.stlucia.org.

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by Kirsty Morrison

The Carriacou Regatta, held over the early August "bank holiday", is one of the highlights of this little Grenadine island's calendar. It was started in 1965 for the locally built traditional workboats. Back in its heyday in the early 1980s, some 20 of these decked sloops competed, but only two remained for the 1984 regatta. Thanks in large part to Alexis Andrews' commissioning of the building of the 40-foot *Genests* on the beach in the village of Windward in 2005, there has been a real renaissance of the boatbuilding trade.

This year there were 13 competitors in the two decked sloop classes. Among the growing fleet, on her maiden voyage, sailed *New Moon*. Owned by Dave Goldhill, a longtime resident of Carriacou, she was launched just two weeks beforehand, on Sunday, June 11th. If you know your sea gods, you never launch a boat on any other day of the week down island. A little under 32 feet, she was built to race in the B Class. Although thrilled by the growing numbers of the larger boats in A Class, Dave was keen to revive the smaller class and keep these boats within the pockets of the layman. *New Moon* won her class, even without her owner aboard. His second son helmed while Dave and Alexis shot footage for a documentary they are making about these magical vessels.



GOLDHILL

The building of *New Moon* could be a documentary in itself. Dave stayed true to the Carriacou style of scavenging and reusing materials wherever possible. The 42-foot Douglas fir mast was found in St. Vincent, still with all its original galvanised rigging; it had come from an old gaffer, which nearly inspired Dave to introduce a gaff on *New Moon*. However, he stuck to his original plan (which is usually no plan at all in Carriacou), stripped off the heavy rigging and replaced it with some stainless steel wire he had found in a dumpster in Antigua. He had sailed up to Antigua on *Margeta O*, fresh from the fishing grounds, for the Classic Yacht Regatta — she was the only truly working workboat to compete.

While sticking to the traditional ways, Dave chose to also move with the times. The locals knew the location of a lead keel from an Irwin 44 that had gone down in Hurricane Ivan in 2004. A lifting barge was commissioned and, after unimaginable complications, the keel ended up in a backyard in Grenada along with an overturned truck. The truck had landed on a dog kennel and there were pit bulls running wild. But eventually the lead was cut and transported to Carriacou where an external keel and ingots for internal ballast were cast while resting on wheel rims over a fire on the beach.

An old mast was found lying on the beach in Windward and quickly one mast became two booms.



Old and New...

...in New Moon

Left: Building a boat under the seaside trees at Windward is traditional...

Above: ... but the cradle launching is not

The sails were borrowed just in time for regatta. And there are still more lead ingots sitting in Dave's yard than he knows what to do with.

The launching was a spectacle attended by the whole island. There was music and blessings with both blood and rum. There was a tent and a bar and food for all. *New Moon* sat in a cradle built for a previous launching, as the traditional "cutting" of one row of supports



Above: The keel meets seawater only two weeks before the island's major regatta

Left: *New Moon* (at left), rigged and ready to compete



and rolling her down the beach on her side was considered too risky with all that weight in her keel. She was hauled by men, women and children alike and eventually floated free to rapturous applause. The party lasted deep into the night and *New Moon* could only watch as the red flag bearing her new name fluttered in the breeze.



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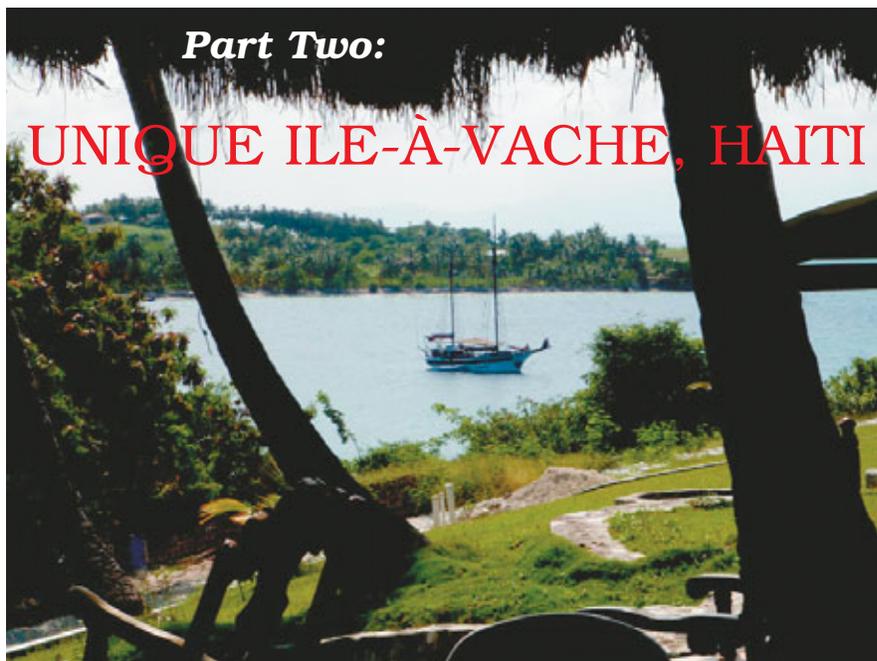
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Part Two:

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The anchorage at Ile-à-Vache (Cow Island) is well protected and uncrowded

AT the conclusion of Part One, we were anchored at Bahia de Las Aguilas on the south shore of the Dominican Republic, close to the western border. We were anchored at 17°50.91N, 071°38.260W in ten feet of clear water.

We have decided to set sail at 6:00PM, as the distance to our destination is approximately 115 nautical miles. Bahia de Las Aguilas is so large and so wide that we can sail west without regard to any obstacles, even if we do not have any moonlight. In addition we are sailing under the lee of Punta Beata, which most times results in smooth seas. We will have the tradewinds as well as the current in our favor although the tradewinds will probably be reduced thanks to the effect of the katabatic winds coming down from the mountains of the Dominican Republic. These winds are cold air from the mountains descending after the sun goes down.

They have a stalling effect on the tradewinds within the shadow of the island.

Our destination is a point at the southwest end of Ile-à-Vache, Haiti. This arbitrary waypoint is at 18°02.871N, 073°40.767W. Once we reach this point we will turn north and then east.

Arriving at Ile-à-Vache

Ile-à-Vache is best approached from the west end of the island, as entry is then straightforward. On the east side of the island, there are numerous shoals and coral heads, which while navigable, are not worth the effort. The anchorage we seek, at the Port Morgan Hotel (www.PortMorgan.com), is at the northwest end of the island. The hotel answers VHF channel 16 and will most times send out a guide boat if you would like assistance. The entrance to the Baie à Feret, where the hotel is located, is easy and most boats can go in unassisted. You need only give the west shore a wide

berth to avoid a small reef and some shoal water. When inside the bay you can anchor in ten feet of water with good holding.

The village, called Caille Coq, is made up of a collection of small buildings, houses and fishing boats. The hotel occupies the hillside to the east and has a dinghy dock.

The people from the village speak mostly French and Creole, but some can communicate in English as well. You can easily find laundry services, and guided trips to the market and nearby village of Madame Bernard. There are no cars and the island has no electricity other than an isolated generator, so there are also very few lights at night. You will find the anchorage and the village very, very safe.

Clearing in is simple and straightforward. You can give your passports to the hotel staff and they will take them to the small town of Les Cayes by boat and have them processed for you, or you can go in your dinghy yourself. The town of Les Cayes is a little over five nautical miles northwest on the mainland. It is a safe town and I have gone there many times without incident. There are no Immigration facilities on Ile-à-Vache, and many of the boats who stop only for a day or two do not clear in or out. This is not a practice I would recommend but many cruisers have told me that they did not feel the formalities were necessary.

The Village of Caille Coq

You can walk through the Village of Caille Coq and you will find the village neat and clean. The villagers tend to be retiring but are more than cordial. Most people are very friendly and happy to welcome cruisers.

Although there is no organized market, if you want to purchase some of the village handicrafts, from time to time you will have an opportunity. From oil paintings, which are very well done and very Haitian in their format, to hand-sewn items, you will see objects that are handmade on the island and of good quality at reasonable prices.

—Continued on next page

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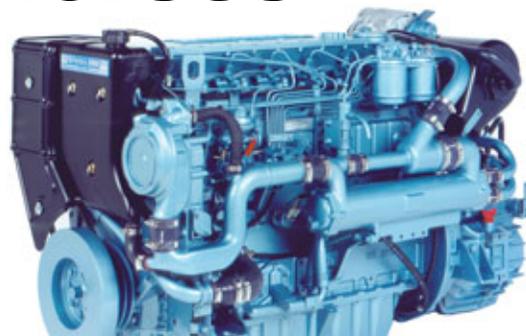
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—Continued from previous page

If school is in session you can visit the school, which is located just out of sight at the back of the village. It is a wonderful thing to listen to a few hundred children sing in French. Their uniforms are yellow tops with brown pants or skirts, and many of



BATE

the girls have their hair braided. Their smiles and waves are worth more than a shopping spree on 5th Avenue in Manhattan.

You can arrange to eat at one of the homes where they will cook for you at a modest price, or arrange to have them cook your meal and have it delivered to you at the dinghy dock. Additionally you can eat at the hotel, which has a fine menu as well as wonderful vistas. They also have an internet connection for those who need to catch up. There are a few local islanders who will come out from the village and offer you their service if you need work on your boat. This is for basic work such as cleaning a bottom or sanding and so forth. Be sure you have a price established before you start the job and be fair.

Haiti is a country of strong contrasts. Economically there are rich and poor in the large cities and poor everywhere else outside of the large cities. When you come to Ile-à-Vache you will find a place that is tranquil and that has a strong history of fishing and of welcoming cruising boats. The people are full of smiles and their village is a model of organization and cleanliness. There are, however, very few jobs, so money is always in short supply. Donations of all types are greatly appreciated. However, it is not a good idea to give gifts directly to individuals, as that always leaves someone feeling left out. Seek out the island administrator, who is readily available; he will accept donations of food, clothing and supplies for the school and will be sure that they are apportioned fairly.

While I have not heard in all my visits to Ile-à-Vache of a case of theft, please keep in mind that your boat is seen as a floating castle and access to below decks should be avoided.

The Village of Madame Bernard

Madame Bernard is about an hour's walk from the anchorage at Caille Coq. You could make your way there on your own, but it is much easier and more informative to have a guide go with you. In settled weather you can make it there via a short dinghy ride. Two days a week a market is held and people from all over the island as well as others from the mainland come to trade. This is a spectacle you do not want to miss. You will be transported back in time to experience all the sights,

sounds and smells of a traditional marketplace in action. The market is reminiscent of articles in *National Geographic* magazine circa 1950. While you will be safe walking through the market, you will find yourself very much out of what you are familiar with. Please keep in mind that the majority of Haitians do not like their picture taken and if you attempt to take a picture without their permission you may very well cause an incident.



Clockwise from above: Sister Flora (at right) runs the orphanage at Madame Bernard; a welcoming wave from a local fishing boat; the "no problem bank"; another view of the bay

At the village of Madame Bernard, you will also find Sister Flora's orphanage. Sister Flora is a small Canadian Catholic nun who arrived on Ile-à-Vache nearly 50 years ago. She takes care of about 400 children in total, including some 60 orphans. Donations are strictly at your discretion and you will not be solicited by her or her organization. One of the clinics in her hospital assists young children who are seriously ill and if you do choose to visit be prepared to leave with wet eyes.

There are a number of groups that assist Ile-à-Vache. Friends of Ile-à-Vache Haiti, a non-profit organization, is dedicated to sustainable economic development. They have done and are doing a wonderful job. Every cent that is donated to Friends of Ile-à-Vache goes to the community as the organization works for free and there are abso-



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lutely no expenses. You can contact Friends of Ile-à-Vache through their website (www.friendsofileavache.com) for information and details.

Last year cruising sailboats, including those participating in the Transcaribes rally, brought hundreds of pounds of needed supplies. Prior to that, the cruising community brought in a number of rebuilt outboard engines for the fishermen.

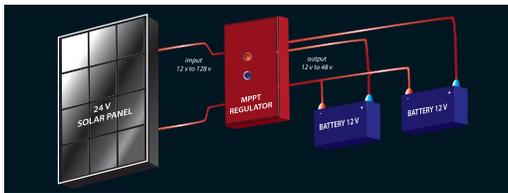
Times are changing and I am sure there will be changes introduced at Ile-à-Vache in the not-too-distant future that will make it very different than it is today. If you want a safe setting in which to experience the Caribbean as it was prior to 1960, Ile-à-Vache should not be missed.

Next month we will up anchor and set course for Port Antonio, Jamaica and continue our journey through the Forgotten Caribbean. For additional information on Haiti, see the free cruising guide at www.haiticruisingguide.com.

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MAÑANA A SAMANÁ, REPUBLICA DOMINICANA

by Penelope Bliss Delpy

On a feather-gray, SPF tropical summer morning, I row ashore with the dog, haul the tender up to the driftwood fence, tie off and trek down a rocky road, through weeds, wildflowers, and puddles, to the park where horses graze and kids play baseball. Skip and I run for shelter to the touristic mall across the main street, where we wait out a 30-percent-chance shower with other pedestrians. On to the market, stopping to change a 1000-peso bill (about 27 dollars) as few vendors will have that much money on hand.

Samaná's market is a cornucopia of comestibles and more, from T-shirts and towels to herbs and spices, a wide variety of seasonal fruits and veggies at very reasonable prices. You could spend the difference in the souvenir shops, more than willing to bargain for a sale. Before the tourist season starts up again, hurricane season is a good time to shop; salespeople don't have their holiday vacationing customers yet, so we can freely discuss value, and maybe arrive at a mutual agreement. In winter, whale watching is a big attraction in Samaná Bay, and the northern hemisphere's snowbirds return to breathe some economic life into Hispaniola.

For us, Samaná, on the Dominican Republic's northeast coast, is a safe harbor to enjoy while waiting for our next easting window: nearing the Mona Passage, affordable in terms of time and money, with good provisioning for fresh local foods, internet access, postal service, public transportation, water and fuel on-board delivery, and many English-speaking descendants of Samaná's founding fathers.

Quakers from Philadelphia shipped a number of freed slaves here long ago, to make their way as best they could in the Caribbean climate. Martin, the translator/guide who came aboard with the Navy's welcoming committee of La Marina de Guerra (*Una Profesión Honorable* is their motto) spoke English as a child before learning Spanish. In Samaná, guides take turns assisting those representatives of the Dominican Republic's government in dealing with foreign visitors.

Almost every Dominican port has such a welcoming (fund-raising) process, so it is advisable to have small denominations of any currency on hand, to put up with



Forming one side of the anchorage, Samaná's 'breezeway' or 'bridge to nowhere' provides a long walk with great views

these entry procedures and to maintain a polite visitor's attitude. In Samaná, the translator is a plus, an option that can help you navigate the halls of Latin bureaucracy. The minimal cost is well worth the savings in hassle and frustration. Martin, whose turn it happened to be on the Monday we landed here, was truly helpful. My Spanish works, but I call on our translator/guide at times, for local knowledge, help and a chat. Like many senior citizens of Samaná, Martin was raised in an English-speaking household, his Grandma Miller having been born into slavery in the USA.

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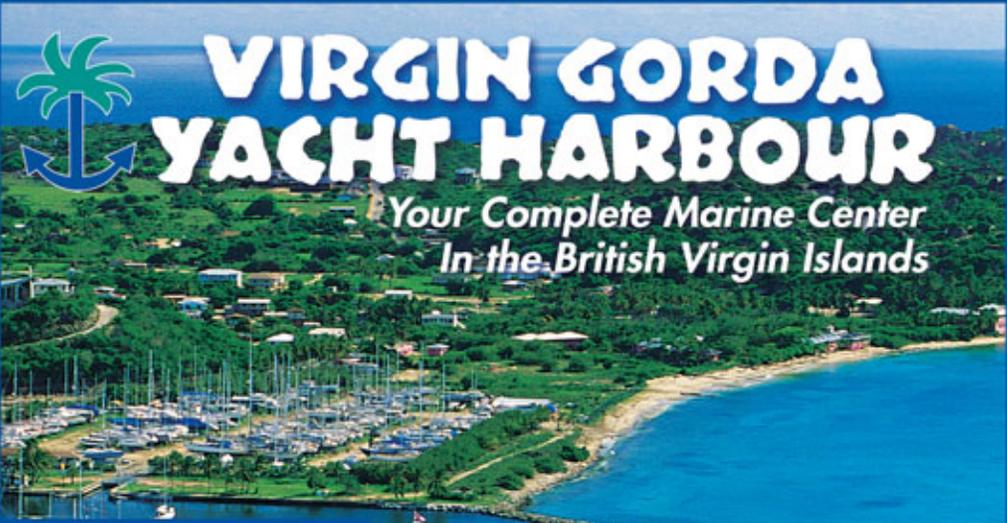







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Straight across the bay, south-southwest, lies Sabana de la Mar, the sweetest little fishing village ever. Don't even think about anchoring there, the coral reefs offer little protection, but there are six ferries daily from the Samaná *muelle* (dock), where you tether your dinghy to the iron ladder behind the big gray Navy launch. *Motocochos*, motorcycle chauffeurs, crowd the end of the Sabana de la Mar muelle in hopes of a customer they can transport, but you needn't get involved; right near the ferry dock and across the street from a big park, between the police station and the *cuartel* (barracks) is a big bamboo structure you can't miss, with a trim little yard in front. Inside or at a backyard table, you can relax, have a cool drink, and marvel at the artistic wood architecture of this clean, conveniently located, spacious, rest stop.

In the park around the quay, different forms of Dominican fishing craft abound, including the *cayuco* type carved from a single tree trunk.



A little further into town, Fon Von's 'comidas internacionales' restaurant is very nice, charming, and helpful with any touristic information you need. After we enjoyed a tasty lunch of fresh shrimp scampi with plantain purée, our hosts hooked us up with the honest, pleasant taxi driver we needed to take us further inland. There are officially licensed guides who can show you around the area, which is renowned for its pre-Columbian, indigenous Taino history. To the west, an impressive expanse of virgin forest is preserved as a national park. Many Dominicans visit

this Parque Nacional de los Haitises by way of Sabana de la Mar, to see the Indian cave-paintings, and marvel at the primeval beauty of this unique site.

La Bahía de San Lorenzo is part of Los Haitises, an easy sail southwest from Samaná. A bay within a bay, you need to experience this indescribably gorgeous, natural hurricane hole. The entrance is wide and clear, you'll probably see boats full of visitors whizzing through. The bay goes deep into a river that is dinghy-friendly.

Ask for a *despacho* to visit Los Haitises when you check into Samaná. While I was following red-tape procedures, I overheard a local woman reporting theft of her open boat. Her Spanish went beyond mine, but the *comandante*, busy dealing with her charges, didn't take much interest in my despacho request, so I spent some time on a couple of other errands and returned in less than an hour, while the secretary typed up my permission slip. I gathered that so many tourist excursions of greater proportions are dispatched to Los Haitises daily, one sailboat is of little import; the



Our welcoming committee at Rio San Juan

despacho cost nothing but a little time, and I tipped the secretary just because.

A different delay in this process was the Public Health blood pressure person, who appeared and volunteered free blood pressure readings for any and everybody. Mine is okay, the secretary's was just fine, Martin's is under control... Take it easy!

When we first arrived in Samaná, we grabbed a mooring buoy marked BAHIA; it costs between five and ten dollars a day, and Joe will come to you to collect.

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My neighbor Jeff, whose sailboat *Janice Ann* is moored here, put the moorings down; Domingo, who dives to maintain them, showed me the humungous chains that are wrapped around sunken cement pilings, probably intended to build the docks that have been left in mid-construction at the end of Samaná harbor. The



bottom is nasty mud, fairly good anchor holding, quite deep. There is a marina past Samaná westward, with condominium housing on the hillside.

True, Luperón, on the Dominican Republic's north coast, is a perfectly well protected, popular venue for boaters. We made Luperón our very first port of call in the Dominican Republic. Coming from the Bahamas through the Turks & Caicos southeast, Luperón is a most convenient waypoint. Those flashy Bahamian sunsets have got to be worth their weight in gold, but for provisioning... as we approached the fragrant hills of Hispaniola, we were looking forward to some fresh produce and soon! Arriving in daylight, we could see and skirt the enormous half-sunken iron barge smack dab in the middle of the Luperón entrance (about 19°54'N 17°56'.77W). On a moonless night, go slow.

By now Luperón is so well known that from Martinique to Key West we hear rave reviews about the place. Luperón has almost all the yachting conveniences — dinghy docks, a cleaned beach, internet, cruisers' net, yacht club, tiki hut bar, cheap res-

taurants, water and fuel, and lots of boat people. It is harder to leave than it is to get there. The paperwork is a chore, as usual, and the list of taxes goes on and on. The agriculture rep was the only official to take any notice of our dog since we bought her veterinary certificate of good health in the US — another tax. Clearing out, same process, more taxes. (Still, the total of all the tips and taxes we've paid in the Dominican Republic has not yet reached that bold Bahamian lump sum of US\$300 for any boat over 36 feet.)

For local nautical help, Tommy, who does day-sailing trips with Hotel Luperón clients, is a good sailor. Tommy and crew are in and out of Luperón Bay regularly on the catamarán *DreamSail*; he has working knowledge of maintenance, weather, and general boating matters. Alexander's, straight down the street from Customs, on a corner past the Orange cell-phone shop, fixed us up with WiFi on board so we could get our precious internet weather reports. There's cheap public transport to nearby cities, and beautiful walks along trodden paths in the surrounding hills. Some people never do get around to leaving Luperón, it's just so comfortable, actually! We're bound for the French West Indies, so we slipped away, all too soon, motoring east with Bruce van Sant's guide book, *Passages South*, a gift from a big old schooner not yet ready to go, but always ready to help.

Left: A typical dugout cayuco at Sabana de la Mar

Below: Peace in El Valle — my favorite anchorage on this coast



We motorsailed through the night to anchor at Río San Juan, near Cabo Francés Viejo, on the recommendation of a French couple we met in Luperón. In no time we were accosted by the welcome wagon: a couple of military types, and a fisherman's son in his dad's boat. We had a dispatch to Samaná we had paid for in Luperón, so we swore we would not set foot on land and got out of paying any entry fee, promising to leave within 24 hours. The welcome/entry fee guys were not particularly pleased, but they complimented us on our navigating through the coral heads, and we parted on good terms.

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Photo: www.isaandoutboating.com

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We stayed just long enough to buy a fresh fish from some passing fishermen, then squeezed our way back out while it was still daylight, and anchored next to the Swim Club, which is less tricky. The rocky bottom held our Danforth well enough. A bit of R&R, and on we went, under cover of the night lee...

Our next anchorage on the way to Samaná was El Valle (a.k.a. Puerto Escondido), my favorite. The entrance has these inverted-bowl signature islets, and the hills are as fantastic as cloud shapes. The deepest valley leads to a quiet little beach where we anchored in tranquility; no welcoming brigade! Just the jungle-green mountains, tropical sounds, a stream of sweet water — perfect for a walk with the dear old dog, and a much-needed siesta.

Rounding the double cape northeast of Samaná Bay by night, we sailed past the bay and kept on south-southeast to Punta Hicaco, east of Miches. A crescent of beach ringed with palm trees... sure enough, two guys from the cuartel showed up, and got the same Samaná dispatch excuse instead of an entry fee. One of the marines used his shorts to wrap his military issue revolver in, to keep it dry, traveling in his wet briefs — doesn't everyone?

From Punta Hicaco we motored down the coast to Punta Macao near the eastern tip of the island. Basically we moved either during the night lee, or in the early dawn hours, daytime invariably bringing on untenable east winds.

Punta Macao was a sweet anchorage. We found a way to buy diesel nearby, and gave the comandante a 20-dollar bill to take care of whatever. His enlisted men do guard the beach, which is well loved by parties of tourists, foreign and Dominican. Punta Macao's beach, Sol de Plata (silver sun), is an on-going fiesta with music, horseback riding, dune buggies, souvenir hawkers, food and drink. In the afternoon and evening, the silver sun beams down on happy people frolicking in the surf. For yachts, little Palomita Beach, nestled behind the profile-like cliff, is the best-protected spot to anchor in sand, grass and rocks. It's safe and secluded, guarded by the owners of the big hotel under construction just south of Punta Macao. Yachties are welcome to stroll around its magnificent landscaped golf course — just climb the stairs to the tiki hut, which will someday be part of a future marina named Roco Key.

From Punta Macao, if you need provisions or internet you have to grab a bus or a motorcycle ride to La Ceiba, the next village inland. It's not far; you'll be back in time for tea. An air-conditioned mini-bus will stop in front of the biggest fruit/vegetable store on the west end of La Ceiba. Enjoy their specialty, *coctel de frutas*, and don't forget to flag down your bus; its destination is on a sign on the windshield.

We almost crossed the Mona Passage from Punta Macao, however... Leaving at dawn, a few miles underway what should we meet up with but a stray fishing buoy, a horrific construction about the size and shape of a big old outboard engine, built out of styrofoam, polypropylene netting, rope, fishing line, and a black garbage bag, with a rusty iron bar where the shaft part would be. We weren't paying attention, as we should have been. Our motor cut off when the whole mess was already tangled up in the propeller. Too much swell to dive, so we sailed northeast, avoiding some squalls we could see headed our way.

It gets worse. Skip decides to try and gaff away some of the trash we're trailing before it gets into the rudder, too. So he clambers aft, poking away garbage wrapped tight around the shaft, and ends up falling with one leg in a companionway and the other half over the side — owee! — and bleeding away internally.

Which is quicker, east or west? We made it back to Punta Macao in a fraction of the time it would have taken to reach Puerto Rico, and anchored in a big hurry, in the pitch dark.

A light was on at the cuartel, where José, beach restaurateur/entrepreneur, parks his pick-up. The enlisted men were helpful, quick, and sympathetic, hardly batting an eye at Skip's miserable state of serious injury. José was roused and the four of us, including one Marina de Guerra guy, drove off in search of an emergency *Clinica de Urgencia*. (Before we fast-forward to the moral of this gory surgical story, let me add that our accompanying Marine was so sleepy, having guarded the fort and all, being 20-something, he asked José to put on some music, so our frantic search for urgent medical help was to the tune of the great guitarist and songwriter Antony Santos, very upbeat — ¡Así, así!)

Whenever we reached a crossroads, José would ask us which town we preferred to try. Whichever is closer! ¡La más cerca! So José remembers a Cuban doctor he knows. That clinic, in Bavarro, is open at 2:00AM, but the Cuban doctor can't handle this particular injury, and believe me, it was on its way to gangrene. We'd never even imagined anything like the condition Skip's nether regions were in. Well, one good



Inside Punta Macao, a sweet anchorage near the eastern tip of the island. It provides a good jumping-off point for the passage to Puerto Rico... and more

doctor leads to another, and by 3:00AM we were cruising the streets of Higüey by night, an hour further inland.

Finally, we arrived at Clínica Balthazar, which has a resident general surgeon who partners with a urologist, and that's why we spent July 2010 at Punta Macao, Sol de Plata. Back and forth to Higüey for weeks. That's why I know the Top 40 on the Dominican hit parade. The moral is: Hey, look where you're going!

A month later, Tropical Depression Colin scared us into leaving Macao and heading back west, still with close ties to the urologist, still holding fast to our original despacho to Samaná, which we had skipped past when we sailed from El Valle to Punta Hicaco. The delay raised an eyebrow when the welcoming committee checked the date (*la fecha*) on our despacho, but we had a doctor's excuse. And besides, the tax collector was absent from his office on the day I went to pay the entry fee, so it was waived indefinitely. Mañana, man.

Stay tuned; this too shall pass. We're enjoying our stay in Samaná, and we'll be cruising again before you can say I told you so.

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Our Dog Day in Deshaies

by Rosie Burr

DESTINATIONS

Simeon and I arrived in Deshaies on the northwest corner of Guadeloupe after a bumpy ride from Antigua aboard yacht *Alianna*, our 1983 Corbin 39. We had spent several days in Antigua, boat bound due to unsettled weather, and were getting itchy feet to go ashore.

Deshaies has always been one of our favourite stops. The deep bay protected by the surrounding hills offers a safe and scenic anchorage for both sailors and fishermen alike. The small picturesque town is always an enchanting place to walk around, relax and soak up the ambiance of the French West Indies. The little restaurants and cafés offer some of the best eating in Guadeloupe. Charming souvenir shops adorn the streets, selling their wares of postcards, batiks, sarongs and locally made jewellery.

There is always good walking to be found in Deshaies. At the north end of town you can follow the road to a path that leads to one of Guadeloupe's best beaches. To the south of town, by the fishermen's breakwater, you can walk to the park at Point Batterie or to the delightful botanical gardens a little farther up. But our plan for today was to walk up the cool tranquil waters of the River Deshaies.

Our friends Jon and Sam on *Imagine of Falmouth* had also just arrived so we dinged over to encourage them to come with us. After much discussion about the difficulty rating of the walk (about a 5 out of 10) and the type of shoe required (one that can wade through water and not skid) they reluctantly agreed to *maybe* give it a go and would come ashore with us anyway, to clear in.

So without further ado we dinged in past the fishermen's breakwater and tied up just before the bridge up the small river. Having got the formalities out of the way we were ready to commence the walk. Things were not looking promising as the sun was already high in the sky and sweat was pouring from us.

To join the river, just follow it back from the bridge at the south end of town. A concrete road leads back inland alongside the river until it leads you directly to it. From this point on you are clambering from boulder to boulder as the river winds its way into the hillside.

With a sudden bout of enthusiasm we were bounding along from rock to rock like a bunch of excited school children, zigzagging our way up the river with the cool fresh water sparkling as it flowed past us. The large trees and vines formed a natural canopy to protect us from the heat of the sun. The shallow river, which is about 15 feet wide, runs over rocks and boulders and is not more than two feet deep in most places. In spots it formed deeper pools, enticing us in.



It seemed that we had gained a fifth member on our trek. A stray dog had joined us at the beginning of the trip and although we are all animal lovers we tried to shoo the dog away and not encourage him to follow us. However the gallant little mutt would not be deterred and followed us farther and farther up river. He would always let his human counterparts step first across the rocks and, although he seemed happy wading in water, he did not like to swim, which would leave him whimpering and whining when he would get himself stuck on a rock by a deeper pool. He scraped and scrambled so much, slipping down the boulders, that after a while we were so far up the river we felt obliged to help him, making sure he would get back to town with us later. The shooing stopped and instead we called words of encouragement to the dog we now affectionately called Spot or Stumpy or Rover, depending on who was talking to him.

After an hour of tramping up the river, despite the shade offered, we were hot and bothered and in need of a good cooling off. We picked a pool to our liking and while Sam and I already had our swimwear on, the boys, not wanting to get their clothes wet, whipped off their shorts and jumped in naked to a chorus of giggles. We frolicked in the cool water, listening to the gentle sounds of the water slipping by and to the strange songs of the tropical forest. Spot/Stumpy/Rover curled up in a shady spot and rested, all the while keeping a careful eye that his newfound friends wouldn't leave without him.

No sooner had we dried off than the heavens opened up and the long-awaited rain we needed to fill our dwindling water tanks arrived — while we were not on the boat to catch it! Typical. We were now soaked to the bone, and the clothes that the boys had so carefully kept dry were wet through. The rocks soon became slippery to climb over and our initial enthusiasm was starting to wane as complaints about blistered

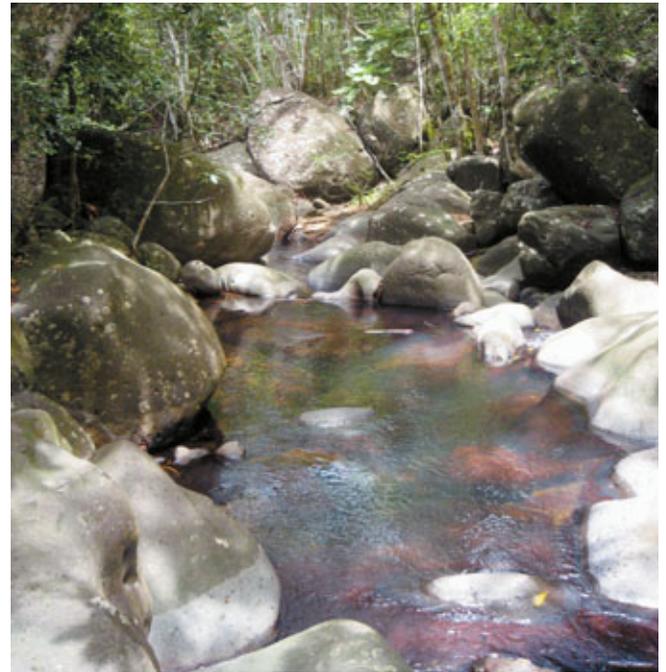
feet or broken shoes were announced.

Luckily, just a short clamber away from the river we found what seemed to be an abandoned house on stilts about 20 feet up the bank. We scrambled up, getting covered in wet mud, and took cover for a while underneath the house, dog and all. As the rain started to ease, we navigated our way back to the river, hanging on to roots and vines to stop us from sliding down on our bums.

After another 20 minutes or so we could see the road home running above us and it was not long before we climbed up the bank and put our feet on flat solid ground again. If we had carried on up the river for another five minutes we would have reached a very small but pretty waterfall. If you time it right, you can enjoy the waterfall as the sun shines through the gorge it falls from. But sadly (due to blistered feet and broken shoes) this was not meant to be today.



Clockwise from above: We encouraged our friends from *Imagine of Falmouth* to come with us on a hike; the shallow river runs over rocks and boulders; we — and the dog *du jour* — sheltered from the rain under an abandoned house; Deshaies has always been one of our favourite stops

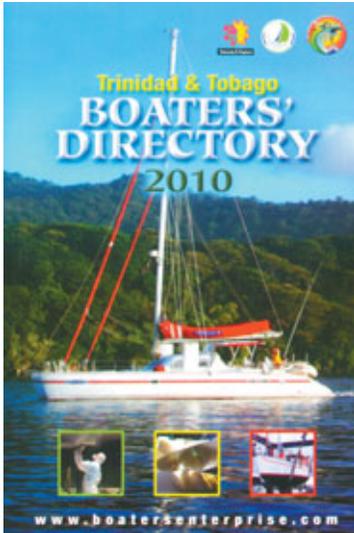


Spot was still with us and seemed to know exactly where he was going as he led us back down the hill to town. Our legs now cried out as they adjusted to the steep decline of the hill we had climbed without realizing its angle. Mango trees lined the side of the road and green pastures rolled down the slopes of the hill as we wound our way down. The views opened up to the bay below.

We were now ready for that much-needed beer as the town opened up before us. Spot raced on ahead to the garbage disposal area, where we were accosted by more animals: two more dogs, one of them with scarily human features, and the cutest little kitten with a broken tail. They all started following us towards the town as though we were the Pied Pipers. Only at the cattle grid did our mascot for the day and his entourage turn left and cross the road onto the beach to frolic in the sand.

Now it was time to turn our attention to that well-deserved beer. But aghast! It was still the end of the long lunch break during which the French close their businesses until the cool of the afternoon — it seemed nothing was open. We scoured the streets until we finally found a restaurant selling cold beer and a place to rest our weary legs. Our little escapade was over for the day.

If anyone is looking for a free mini-adventure literally on your boat's doorstep, then a walk up the Deshaies River is a must.



—Continued from page 6
 At the back are separate “yellow pages” directories of marine and related services in Trinidad and in Tobago, arranged by category; “blue pages” listings of where to find items by trademark; and “white pages” with entries listed alphabetically. Available free at chandleries, marinas and the YSATT office in Chaguaramas, Trinidad.

How You Can Lend a Hand
 Tom and Harriet Linskey report: Here’s how Hands Across the Sea is fighting low literacy in the Caribbean: We ask school teachers, principals, and Peace Corps volunteers in the Caribbean to assemble a Wish List of books and materials they need and then we get what they need, and then we ship it to them. This October, as part of our Caribbean Literacy and School Support program Hands will ship approximately 43,000 books and 92 boxes of teaching materials to 47 schools, 10,000 students, and eight community libraries/reading projects.

Perhaps you’re thinking, “This seems like a worthy cause, but what can I do?” Here’s some awesome news: we’ve just received a US\$25,000 “challenge grant” commitment from two generous Hands supporters. Which means that the way you can help children in the Caribbean right now is to make a cash donation to Hands Across the Sea, with the aim of matching the \$25,000 grant and realizing our \$50,000 goal, so Hands can fulfill all of the 2010 Wish Lists and bring positive change to thousands of Caribbean children.
 To make a donation, visit www.handsacrosstheocean.net/Donate.htm.

Life Membership Offer from Bequia Heritage Foundation

Any visitor to the annual Easter Regatta can feel it in their bones — Bequia is all about boats. The classy two-bowed, sprit-sailed Bequia “fishing boat”, now built more for the glory of the race than to bring fish home for the table, is descended from the small craft carried by the whaling schooners plying the Caribbean in the 19th century.

In an effort to preserve the rich history of the island’s maritime culture the Bequia Heritage Foundation is building a place to store and display some of the sea-going vessels that helped build this tradition. A 26-foot open whaleboat, a blackfish boat, and an ordinary Bequia dinghy are part of the collection. These vessels rely on the

natural bent limbs of the local cedar tree for ribs, and the design has a pointed stern as well as bow, the better to cope with rough seas in the days before engines. The original whaleboat would have found the bow-shaped stern useful in maneuvering around a targeted whale. To better understand the beauty of this design the museum will show a contrasting Carib canoe made from a hollowed-out log, also a marvel and efficient in its way, but a totally different animal.

This boat museum is being built on a remarkable lookout site above Friendship Bay, thanks completely to the donations of many wonderful and disparate friends. The rafters go up as you read this, but the galvanized roofing material, which ideally should follow as quickly as possible, awaits further financing. The trustees are looking



The rafters go up on the Bequia Heritage Foundation’s new boat museum as you read this. You can help complete the roof — and become a life member

for US\$4,000 to finish the roof. Donations of all sizes are welcomed by Herman Belmar, humpback1952@yahoo.com, or Pat Mitchell, patmitchell@vincysurf.com. The Bequia Heritage Foundation is offering *Compass* readers life membership as well as their name inscribed on the donor plaque on donations of over US\$200.
 For more information call Pat Mitchell at (784) 458-3800.

Welcome Aboard!

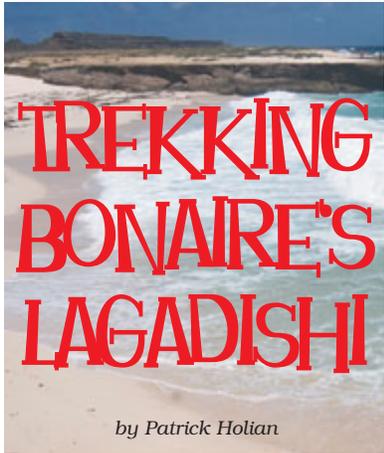
In this issue of *Compass* we welcome new advertisers Insurance Consultants of Grenada, on page 39; the Laurena Hotel of Carriacou, on this page; Sparkle Laundry of St. Lucia, on page 37; and De Kornah Ba of St. Lucia, Rogers Outboard Service of St. Lucia, and PJ’s Laundry Service on Grenada, all in the Market Place section, pages 43 through 45.
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by Patrick Holian

Playa Chikitu

ALL PHOTOS: HOLIAN

DEEP into my third year on Bonaire, I still haven't hiked all the island trails on my list. Two glaringly neglected ones are in Washington-Slagbaai National Park. There's a good reason for this. I usually hike with my dog, Sparky, and dogs aren't allowed in the park. But it is time to move on. The Kasikunda Climb and the Lagadishi Trail still await me. I choose to trek the Lagadishi first.

Lagadishi means lizard in Papiamentu, the traditional language of Bonaire, and this 3.7-kilometre trail lives up to its name. Iguanas, whiptails and anoles are prolific, especially in the first kilometre where the track winds through thick cactus and scrub. *Prikichis* (brown-throated parakeets) and *chuchubis* (tropical mockingbirds) are also present in good numbers. Soon though, the trail changes from dirt and gravel to rugged, unforgiving limestone. Negotiating this challenging surface makes the trek a solid two-hour endeavor.

There are several historic sites along this part of the Lagadishi. The first is Pos di Undomingu Na Barbona Di Kunuku Blanku (Undomingu's well by the cliff at White Farm), a hand-dug well excavated by two farmers in 1898. Peering into this deep, shadowed hole, I find it difficult to see the bottom. I discover that all is parched. The well went dry in 1925 during a very long drought.

There is another well along the way called Pos di Undomingu Riba Klips (Undomingu's well on the limestone). Also built in 1898, this catchment takes advantage of water that naturally accumulates here during the rainy season. This served as a watering hole for Undomingu's

goats and donkeys. It even had a roof covering the well to provide shade for him and his animals. But in 1960 it, too, dried up. Apparently, a newly formed crack in the limestone allowed all the water to drain out.

Between the two wells, the Lagadishi Trail parallels "The Ancient Wall". Hadrian, the brassy Roman ruler who commanded a wall be built to span the breadth of first century Great Britain, has nothing to worry about. Bonaire's Ancient Wall stretches less than a kilometre and it is not very ancient. The coral perimeter was first constructed in 1860 to keep herd animals contained on a plantation called Amerika. It now serves as the eastern boundary for the national park. Peering over the chest-high wall, I can see a dozen high-tech wind turbines that are soon to supply 50 percent of the island's energy needs. It is a nice contrast of old and new.

The trail soon bends to the sea and the silence of the desolate limestone plateau is broken with a loud, intruding sound. Thwamp! Thwamp! The ominous sound comes from one of several blowholes along this part of the coast. As large waves smash against the shore, water is forced up through a series of crevasses and propelled at great speed through a hole on the surface. Looking down into the blowhole, I see a violent churning of white foam. Then once again, thwamp! The water shoots up five metres above my head. Arawak Indians, Bonaire's first residents who voyaged over from nearby South America, saw blowholes as powerful places. Prophets "read" the action of...

—Continued on next page



Main photo: Drinking water and stout shoes are essential for hiking the Lagadishi Trail
Inset: The blowhole explodes



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Above: Playa Chikitu



Main photo: Lizard ('lagadishi') markers show the way



Inset: Tough on old boots!



Below: Flamingo at Saliña Matijs

—Continued from previous page

...the blowholes to predict droughts and the start of the rainy season. Thwamp!

I press on along the coast to Playa Chikitu (Little Beach) where another aquatic sound dominates. The roar of the sea overwhelms here. Waves crash onto this fine sand beach, and as much as I would love to jump in to cool off, I remain on the cliff above. The undertow here is voracious, unfit for even simple wading. I follow the edge of the sand dunes behind the beach and above the thick stands of buttonwood and white mangroves.

Soon I arrive at Saliña Matijs, one of a dozen saline lakes on Bonaire. Salinas were formed eons ago when storm water eroded deep valleys on the island. As the sea level rose, these valleys were filled with seawater. Today, they are natural catchments for rainwater, but seawater still enters from underground fissures. The salinas are magnets for shorebirds. They also filter sediments from storm water, which benefits the island's coral reefs. As I scan Saliña Matijs with my binoculars, I count more than 100 flamingos. They shimmer like passion-pink polka dots on the water's surface. There are dozens of other shorebird species here today — green backed herons, greater yellowlegs, and ruddy turnstones to mention a few. I would like to stay, but the late morning sun is cooking and my water is low. It is time to complete the trek.

Back at the car, I look at my left boot. The Lagadishi Trail has taken its toll. I have blown out my flip-flop, so to speak. The bottom of my Merrill boot has separated. That limestone is tough stuff. It is time for repair and I must do it soon. The Kasikunda Climb is calling.

What to Bring

Sunscreen, hat, hiking boots and at least one litre of water per person. There is no shade on the trail. Both wind and sun are strong, so dehydration comes easily. If you like bird watching, pack binoculars.

Getting There

Washington-Slagbaai National Park is located on the north end of the island and takes up about 17 percent of Bonaire's landmass. The best way to get there is to rent a car or take a cab. From Kralendijk, take the road to Rincon. Bear right when entering the village and follow that road to the north edge of town. At the 'T', take a right and follow the green lizard signs to the park entrance.

At the Park

Washington-Slagbaai National Park is open daily 8:00AM to 5:00PM except on Christmas and New Year's Day. The admission to the park is US\$10 for adults and \$5 for children younger than 12 years.

For divers and snorkelers who already paid the Nature Fee at an in-town dive shop (divers - \$25, snorkelers - \$10), entrance to the park is free if you can show your Nature Fee paper receipt of payment and a picture ID.

There is a small but informative museum at the park entrance that is free for all to enjoy. There is also a gift shop that sells local souvenirs, snacks and cold drinks.

PICK UP!

Ahoy, *Compass* Readers! When in Grenada, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

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FEAR OF ATM MACHINES AND 100-DOLLAR BILLS

by Nanette Eldridge

In January, my boyfriend and I set sail for our first trip to the Caribbean islands and, in last six months, I have learned many things about the Caribbean I had never thought of before but that make perfectly good sense. For example, we are currently on the island of Grenada and today is a national holiday, Emancipation Day, which is the day when the slaves were freed. This is a big holiday on all of the Caribbean islands, because most of the population is descended from slaves.

Now there are other things you find out in the Caribbean that are not so interesting to learn — such as how little you can do if you have a problem with a bank in the US when you are on a remote Caribbean island. Let me start from the beginning...

The process of preparing for an extended sail to the Caribbean is an exhausting one, as any experienced cruiser will tell you. We spent months preparing for the trip, and every time I turned around, it seemed there were three or four more things on the to-do list. One of my many concerns was that I would have money while I was overseas. I knew I could handle the sailing, but the last thing I wanted was to end up thousands of miles away from home and penniless.

To this end, I made every effort to set up several bank cards that I could use on the trip. In addition, having read the horror stories on identity theft, I also talked to the branch managers before I left about the security and safety of my bank cards. The banks all assured me that I had nothing to worry about, and that their on-line banking systems were virtually impossible to hack into. In fact, the banks pretty much treated my concerns like those of a raving lunatic. And naturally, whenever someone tells me not to worry, I immediately know that's exactly the time I need to worry!

I have always believed in hedging my bets. So I got three debit cards from three different banks. Naturally, my logic consisted of the theory that if one card was lost or stolen, I would still have the other two at my disposal.

Knowing we would be on some very remote islands that might not accept bank cards, I also wanted to have some cash onboard. When I withdrew the money from my bank, I asked the teller to give me the cash in 20-dollar bills. The teller gave me a funny look and told me that 20s would be far too bulky, and that it would be best to take the cash in 100-dollar bills. Oh, how I lived to regret it!

After months of preparation, we were finally off on our journey, sailing from Key West past Cuba toward Puerto Rico, at times with brutal headwinds, but we survived. Many cruisers prefer inching their way down through the Bahamas, but our boat, the *Geronimo*, is a two-ton ocean racer designed for heavy weather, and we couldn't wait to get as far south as quickly as possible.

We eventually made our way to the lovely BVI in time for the Spring Regatta. As this was my first long trip in the Caribbean, it felt like sheer bliss sailing from island to island and enjoying every day as a new adventure. Throughout this time, I was using my debit cards to pay for fuel, food and marinas, conserving my cash as much as possible. Please note that I did not use any ATM machines on the trip up until this time — such was my paranoia about ATM's in general prior to the trip.

However, after about four months, I had exhausted most of my cash and was forced to withdraw some from an ATM. This occurred on St. Martin and I withdrew a small amount of cash from one of my three accounts. Several days later, upon arrival in Antigua, I discovered one of my debit cards was missing from my wallet. I immediately called the bank and cancelled the card. I also checked my account on-line, and naturally there were already several large fraudulent purchases on the missing card. As upset as I was about having a bank card stolen, I nonetheless congratulated myself that I still had two bank cards to use.

However, the flames of paranoia had once again been ignited and I began checking my bank accounts on-line daily, or as often as I could while at sea. Thank goodness I did! Two weeks later, a routine check on another bank account showed that new fraudulent charges had occurred, virtually cleaning out the account — which indicated to me that the criminal not only knew my account number but also the exact amount of money in that account. And yet the card was not physically stolen; I still had it in my wallet. I kept asking myself, how could someone do this to me? How did I become a victim of identity theft? And when would it end?

After canceling the second card, and after many discussions with the bank and some on-line research, I still do not know the specific methods these computer hackers used. I only know that these criminals are very clever, and once they get your information, they can use it to make charges on your card from anywhere in the world. In my case, many of the charges were made in Amsterdam — while I was in the Caribbean.

These hackers apparently prey on cruisers and other tourists, knowing that travelers are less likely to frequently monitor their bank balance. They can apparently get all the information they need from the magnetic strip from your bank card and tamper with ATM machines for the PIN number. Unfortunately, this has become a problem in the Caribbean. (Apparently in Antigua, someone once programmed an ATM machine to copy all of the information from every card that was used on that machine. Then the criminals used the card information to create new cards with the stolen information.) I do wish someone had warned me about this before I went to the Caribbean, but this can clearly happen anywhere in the world.

In my case, a couple of weeks went by and my third bank card was hacked into — a perfect trifecta for the criminal who stole my identity. I was deeply shocked, and worse, I was suddenly without a bank card. I was also low on cash. At the time of the third incident, I found myself on Martinique without any Euros. To make matters worse, none of the stores on the island would accept my remaining 100-dollar bills. I found out that there had been a problem with counterfeit US 100-dollar bills a couple of years ago, and many of the islands still do not accept them. We were on anchor at Fort de France, and the only way to change my money to Euros was to take an hour's bus ride to the airport, but I did not even have the money to take the bus!

Consequently, we sailed to the next island, St. Lucia, because they used ECs (Eastern Caribbean dollars) and I still had about 50 ECs left. Once in St. Lucia, I had my parents wire money to me by Western Union. Then I attempted to open a bank account in St. Lucia so that I could have money wired directly into my bank account. I found out that it is not easy to open an account outside of the US. The Caribbean banks want to know the exact source of your money and see original signed bank references, which I assume is to curtail the use of money laundering by drug dealers. I understand their regulations, but it was of no consolation to me as I tried to straighten out the messy situation I found myself in.

It has now been several months since the problem began, and life is slowly returning to normal. I now have a bank card from an account I set up in St. Lucia at Scotia Bank, which has branches on many of the islands. After lengthy claim forms and correspondence with the three US banks, I have been refunded most of the money that was taken from my accounts. By federal law, the most you are liable for is \$500 if you notify the bank immediately of the theft and complete the claim process. However, the banks can take their time in crediting your account with the money. Meanwhile, you are left to fend for yourself.

Hopefully, you will learn from my mistakes and take some precautions when cruising. One thing I now have on one of my accounts is insurance against identity theft — a bargain at five dollars a month. I also check my accounts on-line daily or as often as I can. I try not to use ATM machines if I can avoid it. I have added security software to my computer. I avoid using public computers and make every attempt to keep my passwords and all vital bank information in a secure place that only I know, not just laying around the top of my desk. I am making every effort to avoid identity theft again, and I hope you will too. In the meantime, I still have a fear of ATM machines and 100-dollar bills!



Nanette Eldridge and Bruno Bruchhof are cruising the Caribbean aboard *Geronimo*, a 42-foot custom-built, Peterson-designed ocean racer. Nanette says, "She was never lived on until we bought the boat two years ago — and believe me, there have been a lot of adjustments made, although I have never quite adjusted to not having much in the way of a galley. But that is a small price to pay in order to sail around the Caribbean — and I feel blessed to have that privilege."

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Sailing in the Virgin Islands on our 46-foot custom Hunter sailboat, *Spirit*, has always been a source of great pleasure for my husband, Tim, and me, especially during the last week of June this year when we received a visit from Texas family members. Our 17-year-old nephew Kypfer and our cousin Ed had been recently certified as open-water divers and were looking forward to some exciting rendezvous diving. Sister and brother-in-law Kate and Bill rounded out the group and were all warmly welcomed aboard at Crown Bay Marina in St. Thomas.

and I had little appetite.

We set off back to Puerto Rico and I dragged myself from my bed to assist Tim on deck. We went by way of Vieques for some exploration of the Bioluminescent Bay area and spent the night in Esperanza.

Tim soon recovered from his cold but my symptoms seemed to go on and on. I thought I was getting better when I noticed a red rash covering my body from toes to neck! This had me worried and I checked out the medical books, studying the different illnesses with similar symptoms and rashes. Self-diagnosis suggest-



A Bout (of) Dengue Fever

by Angela Cordts



Prior to the family visit we had been dockside in southeastern Puerto Rico, where we generally spend the hot summer months. We sailed back to St. Thomas with a few days to spare before the family arrived.

The next morning we set out for Jost van Dyke to visit the world-famous Foxy's, the Soggy Dollar Bar and Sydney's Peace & Love. Skies were grey with light rain but the fair-skinned, heavily sunscreen-coated family members didn't mind one bit.

Early the next morning we headed for Norman Island. After a lively sail in squally conditions we picked up a mooring and rendezvoused with the highly recommended dive company, Sail Caribbean Divers. Both Ed and Kypfer enjoyed their dive and everyone was impressed with the dive company. Later we explored the local restaurant Pirates, then took a dinghy ride over to the caves where we discovered some treasure before returning to *Spirit* for dinner aboard.

The next morning had us sailing off to Cooper Island where our budding divers had another rendezvous with the dive company. The guys found the diving most enjoyable and were able to squeeze in an extra dive on the *Rhone* the next morning. Later we sailed to Bellamy Cay on Beef Island for the full moon party and enjoyed the delicious buffet ashore. The flame throwers and Moko Jumbie acts were a pleasure to watch as Aragorn's fireballs lit up the sky. Next day we visited the Baths on Virgin Gorda and everyone enjoyed their trek through the age-old boulders, the beautiful warm waters and golden sand.

Soon it was time to turn around and head back towards the US Virgin Islands — the family only had one week to sail with us before heading back to the States. Sounds like an idyllic time aboard, right?

But during the last couple of days of the family visit I began to feel as if I had a very bad cold. Sore throat, aches and pains together with coughing and general weakness soon had me heading to my bed at the earliest opportunity. It took a few days before Tim caught my cold and he did not appear to suffer quite as badly.

Back in St. Thomas we were sad to say goodbye to the family. Tim ferried them and their bags ashore and saw them safely on their planes back to Texas. Meanwhile my cold seemed to be morphing into a nasty flu-like virus. I had terrible headaches (normally I am not subject to headaches at all); a strong pain behind my eyes, which had me taking Alka-Seltzer plus cold medicine to help me sleep. I also had pain in my neck, shoulders and back so bad I took Motrin to try to ease it. My joints ached and that together with the head, eyes, neck, shoulders and backache had me mostly staying in bed. Glands in my neck were swollen



Above: Pretty Palominos Island in the Spanish Virgins

Left: Before the bout — Tim, Kate, Kypfer, Angela, Bill and Ed

Top right: The author — well again!

Below: *Spirit* sailing in the Virgin Islands

ed a toss-up between scarlet fever and chicken pox.

The next day we visited Punta Arenas and then Isabel Segunda, which turned out to be a most uncomfortable anchorage for the night. This did not help my general feeling of misery. After another overnight at



Palominos, a lovely island leased by a Puerto Rican resort, we headed back to our usual dock.

Soon after being back dockside in Puerto Rico I felt a little better. The rash was starting to fade, along with the rest of the symptoms. I told my Puerto Rican friend Nilda about how sick I had been and showed her the remains of my rash. She knew exactly what I had. Dengue fever: a nasty disease caused by a family of viruses that are transmitted by mosquitoes.

The virus is contracted from the bite of an *Aedes aegypti* mosquito that has previously bitten an infected person. On the web, I read that the incubation period ranges from three to 15 (usually five to eight) days before symptoms appear. Dengue starts with chills, headache, pain upon moving the eyes, and low backache. Painful aching in the legs and joints occurs during the first hours of illness. The temperature rises quickly to as high as 104° F (40° C), with relative low heart rate and low blood pressure. The eyes become reddened. A flushing or pale pink rash comes over the face and then disappears. The lymph nodes in the neck and groin are often swollen.

Web articles stated that fever and other signs of dengue last for two to four days, followed by a rapid drop in temperature with profuse sweating. This precedes a period with normal temperature and a sense of wellbeing that lasts about a day. A characteristic rash appears along with the fever and spreads from the extremities to cover the entire body except the face. The palms and soles may be bright red and swollen.

Another web source reports that most people with dengue fever recover in about two weeks to a month by getting plenty of rest, increasing fluid intake and taking acetaminophen (Tylenol) for fever and body aches. Local friends mentioned that you should not take aspirin or medications that contain aspirin with dengue because it increases the risk of severe bleeding. Information on the web agrees, stating that hospitalization and intensive care is required for people who develop the life-threatening complications of dengue hemorrhagic fever.

Recently in San Juan, Puerto Rico's health secretary, Lorenzo Gonzalez Feliciano, warned that the island could face its worst outbreak of dengue fever ever unless people eradicate bug-breeding areas. The warning was issued after a 37-year-old woman from the northern town of Hatillo died of the hemorrhagic form of the tropical virus. Her death was the third fatality from dengue fever this year on the island. Besides attacking mosquito-breeding areas, officials are urging people to sleep under mosquito nets and wear repellent. Trucks are already being sent around to spray a mosquito-killing mist and residents are being urged to report neighbors who leave stagnant water on their property.

MedicineNet.com reports that the *Aedes aegypti* mosquito is a daytime biter with peak periods of biting around sunrise and sunset. It may bite at any time of the day and is often hidden inside buildings, especially in urban areas. There is currently no vaccine available for dengue fever.

The internet is a great source of information on dengue, however, it is highly recommended that anyone who believes they may have contracted the virus should check with a doctor as soon as possible.

Whether I contracted dengue in Puerto Rico or the US or British Virgin Islands remains a mystery, as we traveled through each of these areas immediately prior to my illness and the incubation period is fairly wide ranging.

I am feeling much better now; the rash has disappeared, together with all other symptoms. It's amazing how good it feels to feel well again!

Angela Cordts and her husband, Tim, live aboard *Spirit*, their Hunter 46, in the Virgin Islands.

SARAH'S SEARCH

Part 2

by Jim Hutchinson

Sarah quickly does her morning chores, then calls down to Tom, who is sleeping it off, about using the dinghy. He grumbles something and rolls over.



The quarter hour row to *Lotus* takes an hour. Sarah is okay with the rowing and getting better; it is the experience that slows her, alone in a small boat, in a bright tropical morning with a gentle breeze, in the stillness of a mangrove creek. Only during a blackout has she heard such quiet, but that was sterile. Here there is the occasional squawk of a heron, or thrashing flight of a pigeon, and a nearly perceptible rustle of breeze through the leaves. High in the sky from a speck soaring over the walls of rock towering above Shekima

Creek's north shore, comes a single "peep". Sarah ships her oars when a tropical mockingbird starts, and drifts until it is finished. "Messing about in boats." The line comes to her from childhood, along with a vague memory of a Sea Rat mesmerizing a Water Rat.

Lotus is only the second yacht Sarah has ever been aboard, after the *Enterprise* — what a contrast! Samantha keeps a beautiful home below, but the cockpit, under a big shade, is the living room. There they spend the morning talking, and Sarah samples Samantha's laissez-fair interpretation of Shekima Creek society.

Samantha expands on names Bar mentioned, adds a few, then, as an afterthought, mentions Ian, who is a loner even by Creek standards. Hard to tell if he's here or gone, tucks his boat into remote corners of the Creek when here. Seldom aboard, "lives in the trees". She and Peggy met him while rowing the many creeks of Shekima Creek. "In the trees?"

"Spends his time climbing around the crater or crawling through the mangroves. Has a jungle hammock for nights. Maybe the name of his boat says it: *Go Mad*."

Sarah's cup slips from her hand. "Oh!" she exclaims as her drink spreads on the deck and Samantha reaches for a rag.

Bill's Blog had called Sailorman's boat *Gonads*. In the recording, Voices From the Bush, one of Sailorman's friends said a name that sounded like *Nomad*. Sarah wants to shout, "Is Ian between 5'8 1/2" and 5'11" tall, 153 to 178 pounds, and 43 to 57 years old? Is he Aquarius or Pisces?" That is Sailorman's computer model. "Is he clean shaven and a pipe smoker?" That from an artist's rendering of Sailorman's encounter with the pirates. Does his boat fit its computer model?

"Uh, you say he comes and goes, might I have seen his boat at Quiaquia?"

"Possible. It's a J/30..." seeing Sarah's blank look, "a 30-foot go-faster sloop."

"White hull?"

Samantha nods.

Jackpot! Sarah is numb.

"You okay? Touch of heat exhaustion? Time for a swim anyway."

Diving into tropical waters from a yacht is to be experienced, not described. It's as much of the mind as of the body.

Refreshed and back aboard, Sarah asks, "If Ian doesn't stay on his boat, do you suppose he might rent it for a few days?"

"Pretty rough aboard *Enterprise*? I'll ask Gollum if Ian's here, and where. But I think not. Your best safe house is *Lotus*."

"Gollum?"

"Sorry — slip, Winston. Kind of a local version of Ian, only no boat. Great guy, fairly shy. He and Ian are friends. 'Gollum' because he's short, skinny, and dark,

and lives in the shadows. But a friend, not a foe. In my experience, Winston is a hundred percent. Don't know Ian well enough to say, he's kind of a phantom." Sarah's heart races.

It is a lovely row back... until she hears Tom's voice roaring from around the last point. Her morning of peace and quiet is over. But what a morning it has been!

Tom is Captain Bligh. He's made his own breakfast! And ship's work isn't getting done! Sarah offers to leave, so he can find better crew.

That evening at The End of the Beach, Irene of *Jezebel* shows up. She is one of very few who can hold their own with Tom. Bar soon invokes the hundred-metre rule on both of them, and they take their bottles beyond the pile of rocks on the beach.

"So, Sarah," Bar says now that they can talk, "how is life aboard the *Enterprise*?"

"Hell."

"Gonna jump ship?"

"Yes. Soon."

"Got a place to go?"

"Maybe."

"Ever sleep on the beach?"

"No."

"Helps if you're drunk — sand flies. There's a better place up in the rocks," he indicates the pile that The End of the Beach leans into.

Back aboard, before passing out, Tom orders that she is not to take the dinghy in the morning.

In the morning she is marveling at the peacefulness of her surroundings with Tom asleep when Peggy comes by.

"Care for a ride ashore?" she asks, "I'm taking some stuff in to Bar."

"*She ain't going nowhere!*" Tom roars from the companionway.

"Crew always gets Sunday off in port, Swift!" Peggy shouts back. "You know that!"

"*She's restricted to the ship!*"

"Give me a minute," Sarah responds, and ducks below to get her stuff.

"*You leave now, you're through on the Enterprise!*"

"Sounds good to me," Sarah answers as she climbs over the rail.

Peggy pulls hard to escape the following roar.

Notice that everybody seems to row on Shekima Creek. In part, that is because there are no cars on the island — no gasoline. We have also not heard any ring tones or Windows start-up tunes. Great Iguana is entirely off the grid until its hundred-odd population becomes politically or economically important enough to warrant an undersea cable. Only radio and satellite work here, and much of that is blocked by the crater walls towering over the Creek. There's not even a morning VHF net! The accepted ambiance is that no yacht has to listen to another — Shekima Creek isn't for everyone. That is why *Enterprise* and *Jezebel* are alone, quarantined as it were, in Reach Bay, and on opposite sides, at that.

Sarah is enchanted. Not just by the beauty and peacefulness, but that she has found her way into Sailorman's hideout.

—Continued on next page

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—Continued from previous page

She would be showing symptoms of cyber-withdrawal except that everything she would seek on-line is being found in Shekima Creek. Blogs speculating on Shekima Creek liken it to legendary Shangri-La, Brigadoon, or Bali Hai. Sarah's sense is more like Wendy in Never Never Land, where she hopes to meet Peter Pan.

Peggy hands over the stuff she packed back from Hard Bargain. Then Sarah's new freedom is discussed. Bar mentions the nest up in the rocks behind The End of the Beach again.

"Oh, that's nice," Peggy assures her. "Sam and I have stayed there. And Lotus can put you up for a while, until we ask Ian about *Go Mad*." Bar gives her a strange look. "Think Ian may be a problem?" Peggy asks.



and Sarah lay out the fare. "Plus, I haven't seen you for quite a while. How you been? You're looking good." Sarah thinks so too. In truth, Peggy has come out of curiosity — even with Ian living in the trees, she doesn't think he'll want Sarah staying on his boat. And so it goes, though all pleasantly said. *Go Mad*, Ian insists, has to be ready when he goes mad. Sarah clearly understands — a hero is always on call. Sarah fancies that Ian is trying not to stare at her too much.

Relaxed and fed, the talk wanders to mangrove crawling, which is useful to sailors for tying boats in for a storm. But for Ian and Winston it is a way of travel.

"Winston's the expert," Ian explains. "Says I'm too clumsy, always scaring the birds. That's how he finds me."

"It's an interesting environment, Sarah," Peggy says, "want to see? But we move slow. These monkeys travel at a rate of knots, we mortals do furlongs per fortnight. Slow and easy — but don't stop on ant trails! May we, Ian?"

As Ian pulls the bow into the mangroves, Winston springs from the rail and disappears into the trees. Peggy climbs into the trees, slow, careful, but competent. Sarah follows carefully, but steps too low on a root, where it is wet. Her leg slips down into the oysters. Ian sees it happen, grabs her, lifts her aboard, and quickly inspects the long gash in her calf. He clamps it with his hand to slow the bleeding. "I'm not a doctor," he says. "The wound is deep. It must be cleaned and stitched. It will hurt like hell. Do you want me to do it?"

Sarah is both angry with herself and scared — it is a serious wound. "Yes," she answers.

Ian quickly carries her aft and below, puts her on the bunk, and goes to work. Samantha comforts, Sarah resists the searing pain as best she can. By the time Ian is finished, the pain pills are taking effect. Peggy, intently watching, says, "You've done this before," Ian nods.

Then the decision, what next. The island has a clinic and a nurse; the doctor makes a monthly visit on the mail boat. Infection is Ian's concern. He starts her on antibiotics and wants to keep an eye on her for several days. A dinghy trip back to Lotus is possible, but not advised — she can stay aboard *Go Mad*. Samantha decides to stay with her. Peggy goes for what they'll need from Lotus. Winston watches quietly.

Ian, all business until now, sits down beside Sarah, takes her hand, and looks long into her eyes. "Sorry about the pain," he says softly. Her smile is weak, but her heart is glad.

Thus begins the story of Ian and Sarah. Because of Sailor's extreme secrecy and Sarah's resolve to honor it, it will be some time before she confirms whether Ian is, in fact, the superhero she sought. By then, it won't matter.

Left: Winston eating oysters

Below: Ian pulls the bow into the mangroves



"Ian and a woman? He comes and goes. Maybe he has a girl in every port, and comes here to recover. Maybe he's a monk. Or hangs out with the guys on *Trident*. Could be Jack the Ripper. I know less about Ian than anyone on the Creek."

This brings more thrills to Sarah. Secrecy is Sailor's trademark. Apparently even Bar doesn't know. And Sarah, doubtless the web's leading expert on Sailor, must not breathe a hint of what she knows.

Peggy lets Sarah row back to Lotus. Nearly two weeks into her adventure, she is beginning to be in shape, and is eagerly learning the lifestyle that she presumes normal to yachting — her entire experience so far being the *Enterprise* and Shekima Creek.

Samantha reports she saw Winston having breakfast at the edge of the mangroves, eating oysters off the roots. She swam over to ask about Ian and whether he thought Ian would meet them at his boat if they brought lunch, a Sunday outing, Winston, too, of course. Winston said he could find Ian, but couldn't guess the answer. They could take a chance. Samantha has everything prepared.

They have a swim. As they dress, Peggy comments on Sarah's cute bikini. Samantha comments on her beautiful wrap. Neither is quite sure what to say when Sarah adds a touch of makeup.

It is an excellent session of messing about in boats. Peggy expertly rows them through a maze of basins and creeks, some so narrow that she sculls with an oar in the transom notch. Seeing Sarah's interest, Peggy shows her how.

Winston is known to come out of the trees for an occasional meal in good company. Ian is not. Yet both are aboard *Go Mad* when they find her.

Sarah's heart races as Ian invites them aboard. Ian nicely matches the robust end of Sailor's computer model, plus her favorite artist's interpretation, which shows him clean-shaven. If he smokes a pipe, that will clinch it.

"Glad we could tempt you with a feast," Peggy says. "All Sam's work, of course. Ought to be delicious!"

"I came out of curiosity," Ian replies. "Is that why you're here?"

"Got a friend in need, thought you might like to help," Peggy answers as Samantha

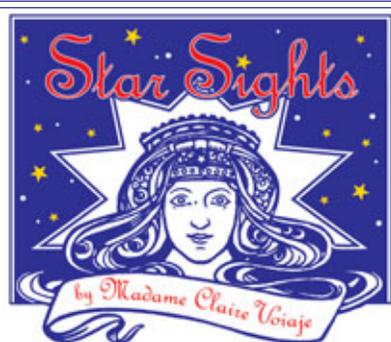


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OCTOBER 2010

♈ ARIES (21 Mar - 20 Apr)

The choppy seas of minor misunderstandings will slow your headway in creative efforts. Ease the mainsheet, bear off, and let boat speed do its stuff!

♉ TAURUS (21 Apr - 21 May)

Concentrate on everything but romance, which covers your hull with barnacles and at the end of the month will head you toward the rocks.

♊ GEMINI (22 May - 21 Jun)

Your creativity and verbal acumen are free flowing. Use this fair breeze to further your business, settle any disputes with shipmates, or start writing that book you've been encouraged to attempt.

♋ CANCER (22 Jun - 23 Jul)

Although you're in irons with creativity, romance will be right on course for a couple of months, so enjoy it.

♌ LEO (24 Jul - 23 Aug)

Rough seas in your love life will make for a bumpy ride during the first two weeks, and a lack of co-operation with shipmates will hold up projects. Hang in there; the tide always turns.

♍ VIRGO (24 Aug - 23 Sep)

This month is aspect free — a month off, so to speak, from the tribulations of boat life!

♎ LIBRA (24 Sep - 23 Oct)

This will be a good month for any intellectual pursuits in the creative areas of your boating life. You will make good progress if you stay on course.

♏ SCORPIO (24 Oct - 22 Nov)

It's still love and lust aboard the "love boat" and a reprieve from day-to-day frustrations.

♐ SAGITTARIUS (23 Nov - 21 Dec)

You will have an easy-going month. Plan a party for Halloween and invite all your friends in the harbor to a salty celebration.

♑ CAPRICORN (22 Dec - 20 Jan)

You too should have a stress-free month. Give yourself, and others, a break from the usual shipboard pressures you put on yourself and have fun!

♒ AQUARIUS (21 Jan - 19 Feb)

Creativity will be under full sail. Make new cruising contacts and take any fresh opportunities that are offered as an investment in the future.

♓ PISCES (20 Feb - 20 Mar)

Life will lead you on a romantic course in the first week. Take the helm and navigate for love.

THE SEA

Island Poets

What calls me to go back to sea?
 What force tugs so relentlessly in my subconscious mind?
 When others seem content to be
 At home, at peace and happily can face the daily grind?
 I like my home, I really do
 But look on it as one of few harbors where I may rest,
 Before the ocean calls again,
 To tell me I cannot remain, then tugs me east or west.

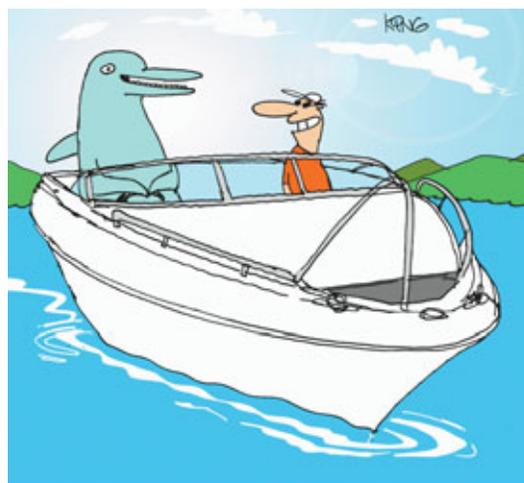
It's not to say that when I go
 The sea is well behaved, oh no! Or does what is predicted.
 The weather prophets have their say
 On what shall be on a named day, but then they are restricted.
 When Poseidon asserts his rule
 Those prophets start to look like fools and waves are wild or worse.
 When vomit rises in my throat
 And I ask why am I afloat? And hear the skipper curse!

Is it perhaps those magic nights
 With calm, dark sea and gentle lights from myriad stars?
 Looking as if they fell somehow,
 To rest within the ocean now, Venus and Mars,
 Once it seemed the stars flew down,
 Making a strange and hissing sound, a meteor shower
 A night that was so full of wonder,
 No storms to tear the peace asunder, God's awesome power

There was another night of calm
 With nothing to provoke alarm, when tides were slack
 A moonlit Boca came in view,
 Obliging it pulled us through. A 'Welcome back!'
 Quite suddenly the air was changed,
 As if the Heavens had arranged the welcoming chill
 And then intoxicating scent
 From long-abandoned gardens lent an added thrill.

The sea for all its breadth and length
 Its challenge, pleasures, boredoms, strength, will call to me
 Till in some storm, a wild, mad shocker
 I'll end in Davy Jones's locker, and there I'll be
 Perhaps then angels, kind and good
 Will tell me that maybe I should have come above,
 And take me there way, way up high,
 Persuading me it's time to try, God's Peace and Love!

— Nan Hatch



"Even though I can swim fast, can stay under water for a long time and come equipped with sonar, this is a lot more fun. Thanks for letting me take it for a ride."

**DON'T
 LEAVE PORT
 WITHOUT IT**

CARIBBEAN
COMPASS

All Souls Nightmare – a Modern Caribbean Folktale

by Lee Kessell

In a small village at the edge of the rainforest on a mountainous Caribbean island, Aunty Sewell was known as an eccentric old lady who kept her own traditions. For instance, Aunty couldn't abide Halloween, thinking it was more devilish than holy, so she ignored Halloween. But two days later she kept candles burning brightly in her window. Everyone else in the village went to church on All Souls morning to pray for the souls of their departed relatives and friends, but it was unheard of to burn candles in the window on the night of All Souls.

Now Aunty had her little niece Bonny living with her and no matter how much Bonny pleaded to go trick-or-treating on Halloween with all the other kids she was not allowed — and to make matters worse she had to help her aunty keep all those candles alight on the night of All Souls.

Well, one year a lost soul decided to put an end to all this and blew out the candles! Aunty thought a stray breeze had blown them out so she and Bonny lit them all over again. Once more the candles were blown out and for the second time Aunty and Bonny relit them. By now the lost soul was getting angry so it blew itself up into a great snarling beast and with a huff and a puff and a mighty roar blew all the candles out while at the same time shutting off the lights in the village, leaving everyone including Aunty and Bonny in the pitch blackness.

Bonny clung to Aunty in terror but the old lady was stubborn and she shouted, "No big beast is going to scare me and if I want candles burning in my window on All Souls night, I'll have candles burning!"

You can imagine how vexed the villagers were to find themselves in the dark and they at once blamed Aunty Sewell. They got together with their lanterns and torch-lights and marched to the old woman's cottage to demand that she repent and go to church on All Souls morning like everyone else and to stop lighting candles like an ignorant heathen.

The villagers arrived outside Aunty Sewell's door as the old lady was relighting the candles. But before they could do anything, the lost soul called upon other lost souls and they flew down upon Aunty Sewell's cottage, pushing aside the villagers with vaporous arms, hissing and snarling

like demons. Everyone took to their heels and ran for their lives, not stopping until they reached the sanctuary of the church.

Poor little Bonny screamed, but the old lady held her tight to her breast and steeled herself to stand against the terrible ghosts. Determined to bend the old lady to their will, they flew through the widow one after the other and clad themselves in dazzling blue and green sparks as they howled, raising glowing red eyes to heaven and flinging out their quivering arms in supplication. Aunty Sewell, shaking all over, forced herself to stand against these terrible creatures and the souls, knowing they had lost the battle of wills, departed.

The next morning, the villagers demanded that the priest cast Aunty Sewell from the church, but he refused saying, "Aunty Sewell has proved herself a lady of great courage and deserving of respect. Let us all pray that she will repent and return to the church where we will receive her with great rejoicing."

Did Aunty Sewell repent? She still keeps her candles burning on All Souls night, but now Bonny goes to church on All Souls morning and stays with friends in the village on All Souls night.

THE END



Who brought breadfruit to the Caribbean? Captain Bligh, of Bounty fame!
Have fun with this Mutiny on the Bounty word search puzzle by Pauline Dolinski.

MUTINY ON THE BOUNTY PUZZLE



- | | | |
|------------|------------|-----------|
| ADRIFT | EAT | MUTINY |
| ADVENTURE | FLETCHER | OCEAN |
| AFT | FLOGGED | PITCAIRN |
| BAY | FOOD | PLANTS |
| BERTH | GROG | RUM |
| BLIGH | ISLAND | SAILS |
| BOTANIST | LAW | SEA |
| BOUNTY | LIEUTENANT | SEEDLINGS |
| BREADFRUIT | LOYAL | SHIP |
| | | SLAVERY |
| CAPTAIN | MASTER | |
| CUTTER | MATE | TAHITI |
| DECK | MEN | TIMOR |
| DOCTOR | MILES | VOYAGE |
| DUTY | MUTINEERS | WATCH |

Word Search Puzzle solution on page 34

Wacky Characters in a Sublime World

The Annihilation of Fish and Other Stories, by Anthony C. Winkler, Macmillan Caribbean Writers, ©2004, 166 pages. ISBN 1 4050 2639 1

Author Anthony Winkler has written 20 stories in this slim paperback which will amuse and delight the reader. This is the first book I have seen of his in print since I saw the film version of his earlier novel, *The Lunatic* — quite possibly the funniest film ever produced in the West Indies. Though these stories fall short of that masterpiece, there are quite a few that stay with the reader due to Winkler's vivid, often wacky characters, who live in a sublime world of their own. The stories encompass Jamaicans from all walks of life, from the poorest "Butus" to prosperous emigrants living in the USA. Winkler offers us the superstitions, dreams, fears, and foibles of his characters for the reader to savor, at times employing magic realism to make us wonder about the bubbles we inhabit.

The opening story is a romp about a "tourist" couple who turn out to be aliens, and the bewildered junior constable who has written a detailed Preliminary Report of the bizarre incidents he witnesses. After being struck by a truck and coming back to life, the male "tourist" leads a lively theological discussion with the incredulous crowd that has gathered to gawk at the dead man, resulting in their burning a nearby church. There are several levels of satire working here, as the clueless policeman is both witty observer and comic foil.

The next selection, 'The Story of the Fifth Boy', is a sobering tragedy that unfolds in the memory of the protagonist's youthful indiscretions and shattered innocence. It is not the only wistful story, but by far the book's most serious. 'Unconventionality' is a hilarious examination of one couple's religious faith when their Catholic priest takes a dim view of their harmless bedtime habit, and 'A Sign of the Times' is an ode to the hypocrisy of middle class Jamaicans.

There are stories of men physically wrestling with the Devil ('The Annihilation of Fish'), of writing letters to a cow, and of shooting a poor tomato thief dead. A woman is consumed by the idea that her bottom is too fat, and in another story a wealthy matron living in the States is haunted by the idea of an avenging dog coming after her. 'The Happy Days of Dog Eat Dog' is an amusing story of class, privilege, and bribery in the era of socialism, and its title refers to the good old days when a wealthy man could bribe officials with no problem. The corruption doesn't change, only its nature.

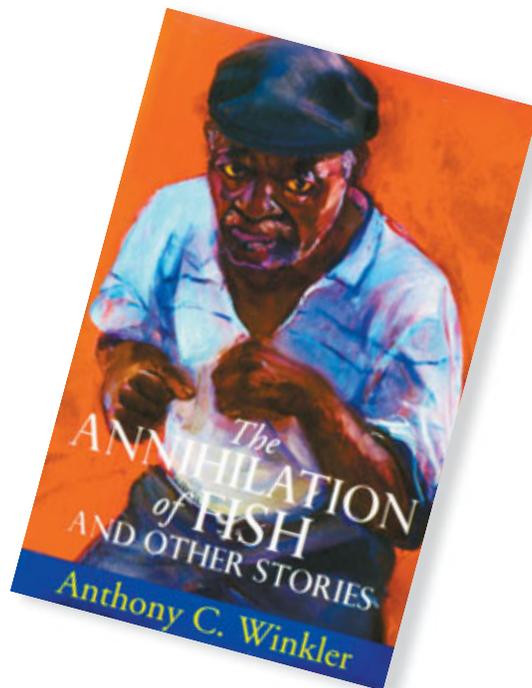
One of my favorite stories, called 'New Banana', examines in exquisite detail the mixed feelings and misunderstandings between a repeat tourist (who feels he's hipper than other tourists) and a local waiter over their 20-something-year relationship. The central irony is that the white man's unique nickname for his young waiter, 'New Banana', is picked up by the older staff, and it follows the waiter for the rest of his

life, causing untold resentment towards the oblivious tourist. The clueless white clings to the idea that he has a real Jamaican friend while behind his back his "friend" is plotting his demise. Winkler does not take sides and gives the tourist the benefit of good intentions, while the poor tortured Jamaican contemplates the ultimate evil after years of hidden resentment.

Since seeing the film of *The Lunatic* two decades ago, I have yet to read Winkler's original novel, and I look forward to reading that and his other novels some day: *The Painted Canoe*, *The Great Yacht Race*, *Going Home to Teach*, and *The Duppy*. The title story of this collection, 'The Annihilation of Fish', was filmed in 1999 starring James Earl Jones and Lynn Redgrave.

Born in Kingston, Anthony Winkler has made a living freelance writing in the USA and by writing academic texts, but his ear is finely tuned to Jamaica's patois, spirit, peculiar manners, and dark humor.

This book is available at bookstores or from www.macmillan-caribbean.com.



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

DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Unscramble the letters below to find a sea creature whose favourite food is seagrass. What is it?

L U N T E R E G R E T

Of all the hard-shelled marine turtles, this is the largest. It averages 440 pounds (200kg) when fully grown although the largest one on record weighed over 800 pounds (395 kg). It grows to a length of about 3 to 5 feet (1.5 metres).

This is the Green turtle (*Chelonia mydas*), so called because the fat under its shell is greenish in colour. Baby turtles do eat small marine creatures such as crabs and jellyfish, but when they grow they turn to marine vegetation. The adult Green turtle is the only turtle that is a herbivore, feeding only on seagrass and algae.

How can you tell the difference between a Green turtle and a hawksbill, for example? We'll make a list.

- The Green turtle's shell (**carapace**) is smooth and usually light brown in colour. The sections of a turtle shell are called **scutes** and the Green turtle has five approximately hexagonal scutes down the centre of the shell from neck to tail (vertebral scutes). The hawksbill shell is darker in colour and has overlapping vertebral scutes.
- The underside of the turtle is called the **plastron**. A hawksbill's plastron is a darker yellow than a Green turtle's.

- The hawksbill has a narrow head with a hooked beak and two pairs of prefrontal scales in front of its eyes. The Green turtle has a roundish head with no beak and only one pair of prefrontal scales.



BRUNNENHOVA

- The Green turtle has one claw on each front flipper; the hawksbill has two. Green turtles migrate long distances between feeding grounds and nesting sites. Every two or three years, females come ashore on sandy beaches and dig out pits with their strong flippers. Each lays 100 to 200 eggs. The eggs hatch around 40 to 80 days later and the baby turtles head for the water. Predators like gulls and crabs snatch them up before they reach the water so it's a very dangerous journey for the hatchlings. Some scientists think that juvenile turtles then spend the next four or five years in the deep ocean before they come back to the seagrass meadows near the shore.

Although Green turtles are on most endangered lists, it is still legal to catch and eat them during open season in the territories of the Caribbean. However, it's important to protect them in the closed season, not only for the turtles but also for the seagrass. The gardening activities of the turtles help to maintain the health of the island shorelines.

THE SKY IN OCTOBER

by Scott Welty

The Planets in October

MERCURY - Too close to the sun all month

VENUS - Setting along with Mars at about 1900 hours early in the month, and then earlier and earlier. Not visible later in the month as it heads toward inferior conjunction on the 28th.

EARTH - Has not returned my calls.

MARS - Setting at about 1900 hours all month.

JUPITER - Up in the east after sunset. Yep, it's the bright one!

SATURN - Rising in the early morning between 0500 and 0600 hours all month in Virgo

Sky Events This Month

7th - New Moon

9th - Venus, Mars and crescent moon set together at about 1830 hours (see Figure 1)

19th - Jupiter right under the big gibbous moon, plus satellites! (see below)

21st - peak of Orionids meteor shower. Meteors will appear to be emanating from near the constellation Orion. At this peak time you may see between 20 and 40 meteors (shooting stars) per hour.

22nd - Full Moon

28th - Venus inferior conjunction (see below)



October 9th: Venus, Mars and crescent moon set together at approximately 1830 hours

Satellite Spotting

Special treat on the 19th! If you can spot Jupiter and the moon at 1845 hours you should also notice two satellites heading north. Those are a pair of the Iridium satellites. The upper one may go behind Jupiter if you're down near Grenada (see Figure 2, which shows the view from Grenada). If you're up near Antigua the upper satellite will pass between the moon and Jupiter. They travel fast! They'll come up in the southeast around 1840 hours and be off far to the north by 1850 hours! The fact that the apparent position of these guys depends on where you are is simple survey-

ing. If you know how far apart you are and at what angles you see something you can 'complete the triangle' and calculate how far away it is. This is how we first measured the distances to nearby things such as the moon, sun, and planets.

Coming soon... in 2012... the Transit of Venus!

An inferior conjunction is not a grammar term but rather the geometry of a planet passing between the Earth and the sun. For example, new moon happens when the moon is in inferior conjunction. Due to the relative tilts of the orbits of the Earth and Venus, we typically see Venus either below or above the sun at inferior conjunction



October 19th at 18:45 hours: Moon, Jupiter and two northbound Iridium satellites, as will be seen from Grenada

(below on the 28th). But sometimes, just as with solar eclipses, the Earth, Venus and sun truly line up and you can see Venus across the face of the sun over the course of several hours — but not this year and not this conjunction. The next one happens in 2012, but I'll mention here the weirdness of the pattern. A transit of Venus occurs in an overall pattern that repeats every 243 years. Pairs of transits occur separated by eight years with long gaps on either side of 121 and 105 years. We had the first of the short pair in 2004 so the next one is 2012 but after that it won't be until 2117! As for the 2012 (June 5th - 6th) transit, you'll need to be around Hawaii or Alaska to see it in its entirety. Since we mainly travel by sailboat I thought I'd mention it now!

Historically, transits of Venus have had great importance in establishing a measuring stick for the solar system with people around the globe marking the start of the transit from their location. Via that triangulation method I mentioned above, accurate distances to the sun and Venus could be established. The 1769 transit was observed by Captain Cook in Tahiti and there is still a Point Venus on that island. Excellent observations of this transit were also made by Mason and Dixon at the Cape of Good Hope. Yes, these are the same guys who surveyed the early US and established the Mason-Dixon line so Union and Confederate soldiers could accurately fight a civil war 100 years later.

To Contemplate While Having a Glass of Wine on Deck

Since Hubble's observation of receding galaxies in the 1920s we have put together a solid model of an expanding universe that began with the Big Bang 13.7 billion years ago. Our basic physics would tell us that, since gravity is only an attractive force, the receding galaxies should be slowing down due to their mutual attraction. Observations from 1998 however contradict this basic idea. Now we are pretty darn sure that the galaxies are indeed moving away from each other and that they are also *accelerating!* There is currently no known force for such acceleration and the name Dark Energy (okay, that should be a comic book!) has been given to it. Experiments are underway to search for the source of this Dark Energy. Maybe if they find it and bottle it we can use it on our solar panels at night? Pass the wine!

Got a question for "Captain Science"? E-mail Scott at weltyssail@gmail.com.

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

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New Ways with Good Old Parsley

You see bottles of "green seasoning" for sale in markets and shops throughout the islands. It's a pureed mixture of fresh herbs used for marinating fish, poultry and meat, and seasoning dishes such as soups and stews.

My homemade green seasoning depends on parsley. Parsley is a familiar, bright green plant with a vibrant taste and fresh aroma. Even though parsley's unique taste makes it a well-known seasoning, it may also be used as a medicinal herb. Originating along the Mediterranean Sea, parsley has been cultivated for over two millennia. Ancient Greeks considered parsley to be a sacred gift from their gods. The queen of the Greek gods, Juno, grazed her horses in fields of parsley to keep them high-spirited. During the Middle Ages, the French popularized parsley as a kitchen herb. Parsley was introduced to England in the 1500s and brought to the Americas before 1800.

The Caribbean islands grow the two most common types of parsley, the curly fern-leaved and the flat. We love the sharp smell and almost sweet taste of the flat-leaved variety.

In many restaurants, sprigs of curly parsley accompany the dinner entrée as a garnish. Don't push it aside — enjoy eating it, as it is not only tasty and cures bad breath, it is also very healthy. Two tablespoons of parsley contain about three calories with anti-oxidants such as vitamin C, beta-carotene and folic acid. These antioxidants fight many diseases such as arthritis, asthma, diabetes, colon cancer, heart attacks and strokes. Two tablespoons of parsley contain more than the recommended daily dose of Vitamin K. By weight, parsley contains more than twice as much vitamin C as orange juice. Parsley also has a good amount of potassium.

To make a parsley tonic, steep a quarter cup of fresh parsley in two cups of hot water for two hours. Then pass through a sieve. Drink before meals. Parsley's supply of vitamin A benefits skin tone and its vitamin E fights wrinkles. Parsley fortifies the immune system, and benefits liver, spleen, digestive and endocrine organs.

Parsley is a natural diuretic and can be used by women to alleviate irregular menstrual cycles. Parsley eaten raw or as tea may ease the bloating that occurs during menstruation. Chewing parsley will help with bad breath from food odors such as garlic or onions. A tea made from parsley will stimulate as much as a cup of coffee, but watch out as parsley has been reported to be an aphrodisiac! A poultice of its leaves can be used for insect bites or stings.

Happy in a small container, parsley is a great cockpit or galley plant to be used fresh in dishes or as a garnish. It is not difficult to grow from seedlings, yet very difficult to sprout directly from seeds. Work the dirt until it is fine. Carefully plant the seeds every two inches. Carefully cover with about a half-inch of dirt. Water carefully so as not to wash away the seeds. Patience and constant watering is necessary as parsley seeds germinate so slowly it is said, "Parsley goes to Hell and back again nine times before it comes up".

Parsley is fragile, so wash it carefully in a colander or by swishing it in a bowl of water. Parsley makes an

excellent addition to soups, salads and baking. To obtain the maximum food value from parsley it should be eaten raw. Heat from cooking greatly reduces the vitamin content and the taste. If you are including parsley in cooked recipes, use the flat-leaf type and add it towards the end so it will retain most of its flavor, color and food value.



Shirley's All Natural Green Seasoning

1 to 2 bunches of fresh parsley
1 entire head of garlic — peel the individual cloves
10 to 20 chadon bene leaves (cilantro may be used instead)

Place all ingredients in blender and process until liquefied, adding a small amount of liquid — e.g. lime juice, vinegar or water — as needed. Salt, pepper, chives, onions, thyme, basil, etcetera may be added to your taste. Bottle and refrigerate.

Tabouleh-Parsley Salad

3/4 Cup wheat bulgur [oats or cooked rice can also be used]

2 Cups cold water
1/2 Cup chopped onions
2 Cups chopped fresh parsley
1/4 Cup chopped fresh mint leaves
1/4 Cup olive oil
2 Tablespoons lemon juice
salt and pepper to taste
2 medium ripe tomatoes, chopped

Soak bulgur (or oats) in a bowl with the cold water for a half hour. Drain and mix grain with chopped onions. If substituting cooked rice, just mix with chopped onions. Add parsley and mint. Mix lemon juice, oil, salt and pepper, then add to grain-parsley mixture. Add chopped tomatoes and chill for at least an hour before serving on a bed of lettuce. Serves six.

Parsley and Potato Soup

1 Cup chopped potatoes
1 Cup sliced chives
1 medium onion, chopped
4 Cups chicken stock or vegetable bouillon
salt and spice to taste
1/2 Cup chopped parsley
Combine all ingredients except salt, spices and parsley in a large pot and bring to a boil. Lower the cooking heat and simmer for an hour. Stir in salt and spices to taste. Puree if desired. Just before serving add the chopped parsley.

Parsley Fish Cakes

2 Cups mashed potatoes
1 ounce butter, melted
salt and spices to taste
1/2 pound skinned salmon fillet
1/2 pound skinned kingfish or carite fillet
1 medium onion, chopped
1/4 Cup chopped parsley
1/4 Cup chopped chives
1 egg, beaten
1/4 Cup biscuit (cracker, e.g. "Crix") or bread crumbs
2 Tablespoons canola oil for frying
Mix mashed potatoes with butter, salt and spices. Cover the bottom of a medium fry pan with a half-inch of water and poach the fish fillets until just tender and then flake the fish apart with a fork.

In a suitable bowl mix the fish and potatoes together with the onion, parsley and chives. Roll mixture into balls and then flatten with a spatula. Place beaten egg in one small bowl and biscuit/bread crumbs in another. Dip cakes first in the egg and then coat with the crumbs.

Heat the oil in a skillet and fry the cakes until crisp. Drain on paper and serve with tartar sauce or your favorite dressing.

Simple Parsley Rice

2 Cups boiling water
2 Cups rice (prefer brown rice)
salt and spice to taste
1/4 Cup chopped parsley
2 whole chives, chopped
Using a large pot, bring water to a boil, and then add rice and spices. Seal pot with foil, reduce heat, and simmer until rice is cooked. Stir in parsley and chives before serving.

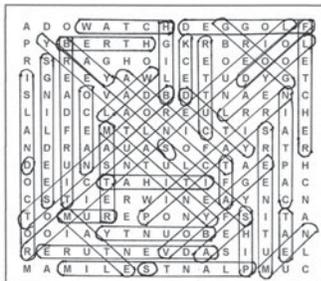
Parsley Cookies for the Puppies

Does your pooch have bad breath? These treats will help!

3 Cups chopped parsley
1/4 Cup chopped carrots
2 Tablespoons vegetable oil
3 Cups flour (prefer whole wheat)
1/4 Cup wheat bran
3 Tablespoons baking powder
1/2 Cup of water (more water may be necessary to get the correct consistency)

Mix parsley, carrots, flour, bran and baking powder with a half Cup of water. Mix and knead. Add more water if mixture feels too dry. Roll dough into half-inch thick logs. Cut the logs according to the size of your dog. A big dog should get four-inch pieces while small pompekis get only one-inch pieces. Bake pieces on a cookie sheet at 350°F for 30 minutes. This should make three dozen dog biscuits. Cool and store in a sealed container.

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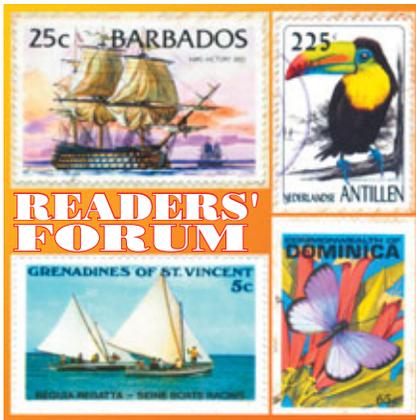
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Dear Compass,

I find the July issue [Readers' Forum] attack on Trinidad written by Mr. Llewellyn so unbalanced that I have to write this letter of partial rebuttal. Yes, Mr. Llewellyn, Chaguaramas has changed since you were there in 2000. The government made a decision, based on sensible economics, to give priority to its value as a deep-water commercial port primarily serving the petroleum industry. And yes, that presents a challenge to the Trinidad yachting industry, which has spent the last decade building up the finest and most professional yards and services in the Caribbean south of St. Martin.

That is why all concerned parties, business owners, long-time Trinidad cruisers and the new government have formed the Yacht Services Association of Trinidad & Tobago (YSATT) and are actively addressing a number of important issues, including the urgent one of developing new mooring fields and anchorages for yachts in the larger Chaguaramas basin. It is true: right now you should only anchor or moor in Chaguaramas Bay if you like the bustle and noise of an active commercial port that runs 24 hours a day, seven days a week. I actually do but understand that many cruisers would not; it certainly isn't what cruising magazines feature. However, your letter failed to mention that existing Chaguaramas marinas still offer quiet waters and clean facilities and the T&T Sailing Association, on the east side of Hart's Cut, does a heroic job of providing a quiet anchorage and moorings, WiFi and shoreside amenities for visiting cruisers while also trying to serve their own membership.

I look forward to the day when additional mooring and marina facilities are built around Point Gourde, currently an under-utilized resource, with free shuttle bus service to the many yachting businesses in Chaguaramas.

There is no question that the December 2009 piracy event between Trinidad and Grenada was serious and is having a negative impact on Trinidad yachting. That aside, I left Trinidad in April of this year and am surprised to hear about the thefts you describe. During the entire eight months preceding our departure, there had been exactly one dinghy theft reported on the net and that dinghy had not been locked with cable. Seemed like par for the course in any harbor.

Much more importantly I wish to rebut your suggestion that cruisers and foreign visitors are in personal danger in Trinidad. I spent 14 of the past 24 months in Trinidad and in that entire time, the only crime experienced by a cruiser was a purse-snatching that occurred in Port of Spain near Woodford Square. It is true that the crime level in Trinidad is very high but it is entirely directed toward Trinidadians, and mostly among people known to each other. I freely traveled all around Port of Spain by myself, using maxi-taxis and on foot. I dressed as I saw Trinidadian women of my age (middle) dress — except not nearly so stylishly — and I travelled only in daylight hours. And of course I didn't go into Laventille and nighttime excursions were mostly with Jesse James' transportation service or with a private car and other people. I frequently walked at night between TTSA and Peake's, usually with one or two other people but occasionally alone, when family fishing groups were still around. And I listened to many, many visiting yachters say they were afraid to even leave their boatyards in Chaguaramas. Apparently your wife and her friends are among that group. All I can say is that people bring their own prejudices and fears with them to these islands. I see many affluent fellow-Americans who live in gated communities in the US and who equate poverty, especially dark-skinned poverty, with ghetto crime. And many of the West Indies islands, for whom tourism is the primary or only industry, work hard to create what I call a "yachtie bubble" that cruisers can remain inside, enjoying their idea of the Caribbean.

The glory of Trinidad is that THERE IS NO BUBBLE.

The eloquent June article by Ruth Lund exactly spoke to this. In Trinidad, if you make the effort to connect with islanders, you really can. You can hike with island Hashers, sit in upscale jazz venues, explore art galleries near St. James, and enjoy the spontaneous town-wide street party that the Port of Spain shopping district becomes starting about 2:00PM on Fridays. You can take courses in engine repair and maintenance, or learn to play pan. You can go to the Saturday fresh market regularly and develop your favorite set of vendors who you actually make a point of saying goodbye to when you depart the island. But none of these things is available to someone who will not "venture into town unless it is to one of the modern shopping malls." And the canard that foreign women are victims of verbal harassment is despicable — you have the wrong culture. Mr. Llewellyn, I have long found it amusing to watch men watch women and throughout the entire West Indies, including Trinidad, I have found the eye control and careful demeanor of males around all women to be quite astounding.

Finally, I find it quite amusing that after paragraphs of outrage about cruising facilities in Trinidad, you write concluding paragraphs about excellent and affordable medical care, "friendly and helpful" people, good WiFi, yacht supplies, and available contractors in the boatyards. Precisely.

You are right about two things: Trinis really do trash their waters — such a pity — and the fishermen do drive their pirogues through the harbor in a dangerous way. There is a cure for the last one: a competent coast guard. Some day....

Constance Elson
S/V Tashtego (vessel name proudly included)

Dear Compass,

Donald Stollmeyer, owner of Power Boats boatyard in Chaguaramas and founding member of YSATT, has now been given two opportunities to reply to letters in the Readers' Forum. In both of these, rather than address the concerns raised, he has resorted to derision and questioned the veracity of the writers.

Had Mr. Stollmeyer had the good sense to let matters stand after his first response, I would have absorbed

Night lights. Some anchorages have stars, some have oil rig support vessels...



his insults and accepted the fact that someone backed into a corner feels the need to "shoot the messenger". However, in the August issue he once more chose to attack the messengers rather than to address the serious issues raised. His continued attacks against my motives and veracity need to be called to order.

Re: no-wake signs: Mr. Stollmeyer wrote, "The no-wake sign was removed when a building in its location was removed many years ago; it was not stolen." Here is a quote from Gina Hatt, who runs the YSATT office in Chaguaramas, to a suggestion I made regarding positioning of 'No Wake' signs: "Well, at one time there were floating buoys with the signs etc. — just as you suggested — but they were stolen. :-)" (Facebook group, "Trinidad for Cruising Sailors' Discussion. No Wake Zone.")

Re: howler monkeys: Mr. Stollmeyer wrote, "I have been working in Chaguaramas harbor since 1981 and have never seen a howler monkey." Ruth Lund wrote in the June *Compass*, "The added bonus is that this boating centre is right in the middle of the Chaguaramas Development Authority's land... Sitting in my cockpit... the tropical forest, filled with a startling variety of birds, howler monkeys and butterflies... just a stone's throw away."

Howler monkeys or no howler monkeys, you couldn't

hear them anyway over the noise of the support elements of the oil industry that invade the anchorage 24 hours a day.

My original reference to the Customs dock was that it was "yacht unfriendly". Go alongside at low tide with a speeding fishing boat going by and you will know what I am talking about. Yet Mr. Stollmeyer wrote, "I have tied up to the Customs dock day and night and I have never had a problem." He must be lucky. My observation has been adequately supported by Mr. Minks' more colorful description, "steel-and-concrete boat demolition dock".

I will not even qualify Mr. Stollmeyer's challenge about "islands of rubbish". Maybe while he and Ruth are out looking for howler monkeys they can pause by the shore and watch them float past. They shouldn't have to wait too long, especially after heavy rain when the storm drains-cum-sewers-cum-refuse dumps are pouring into the sea.

It was interesting to note that Mr. Stollmeyer's reply to Mr. Minks' letter (August) was not, this time, placed under the signature block 'For and on behalf of YSATT'. After his reply to my letter, it would be understandable if YSATT removed that privilege. When people have to resort to personal attacks to try and defend their arguments you know you are hitting home. Maybe it is time for some of the other more progressive businessmen and contractors who are genuinely concerned with the ailing yacht industry, and hopefully the yachting community in Trinidad, to take up the reins.

There is a difference between moaning and legitimate complaint. Whether the slowdown in Chaguaramas is because of the fear of piracy, as alluded to by YSATT (*The Bay*, Issue 12), or just the fallout from the economic slowdown, the people whose livelihood relies on the yacht industry are rightfully concerned. Before a remedy can be found, those at the helm must first recognize and accept that there are problems. For an historical perspective of how long customers to T&T have been ignored, have a look at the sidebar reports for T&T on noonsite.com. Chaguaramas is, at present, an un-policed, dirty, noisy, polluted, commercial port made uncomfortable and dangerous by uncontrolled speeding boats. Un-policed and dangerous can be

fixed, the rest, well...

I quote you the rules I have to abide by while using the CrewsInn Marina facilities: "Owners are to observe No Wake rules when operating their dinghies within the Marina. International Rule of the Road and the Laws of Trinidad and Tobago must be observed and complied with by all Vessels operating within, approaching or departing the Marina." Why then do the 'Rules of The Road' not apply to all those, Trinis and cruisers equally, operating within the harbor environs?

The good ship "Trinidad" has been heading off course for a while, perhaps it is now time for new blood to relieve the helm and get her back on course.

Ron Llewellyn
Boat Name Withheld

PS A quick word to address the comments Chris Doyle made about my letter of July. Let me assure Chris that there is no anti-foul on my glasses and the reference to women being harassed goes far beyond 'pssst'. Viewed through his 'rose colored' glasses, he is correct in saying that what he saw was "the same old Trinidad". The matters I have raised have been here for a long time. Polaroid glasses will allow you to look deeper, Chris, and not just see what is on the surface.

—Continued on next page



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Dear Compass,

I have been reading, with absolute amusement, the "Trinidad bashing" letters as well as those in defense of the island that have been printed in your magazine. This is much better than any television soap opera and I cannot wait for the next issue of *Compass* to read the continuing saga.... Will Donald Stollmeyer respond to Ron Llewellyn's continued bashing? Will Ron Llewellyn ever think that the people of Chaguaramas are trying the best that they can to make life easier for cruisers? Will Immigration ever stop being so discourteous and rude? Tune in to the next issue, when....

It really is quite amusing to see how much interest and time is being taken to point out the "bad" in Chaguaramas Bay. But as we all know quite well, no one ever points out the good. If something good happens, you tell one person. If something bad happens, you tell ten.

As an employee at one of the establishments in the bay, I both agree and disagree with what is being written.

While we would like our three square miles of yachting industry to be perfect (yes, the entire yachting sector is located in this area), the sector is still a very young one and getting everything in line for this industry will take time. There are some things that are upfront unacceptable, like rude and obnoxious Immigration and Customs officers, overcharging by contractors, etcetera, and there are some things that are unacceptable to us locals as well: things such as cruisers who sail to the island and don't check in until it is convenient for them; or cruisers who ask for work to be done, sign contracts and then refuse to pay the final price or sail out without paying.

The gist of the letters on the bashing side is that the bay is dirty, nothing has changed over the years, no one cares and no one is trying. Well, yes the bay is dirty. The garbage that floats in comes from the rivers up in the Port of Spain area. The diesel spills mysteriously appear and disappear. The local fishermen do not know what a no wake zone is. There is a lot more. But what a lot of cruisers don't see and are not privy to either, is the amount of work that YSATT, the Chaguaramas Business Group and the Yachting Steering Committee are doing to satisfy all the complaints of the visiting cruisers. Meetings upon meetings are taking place with Coast Guard, government ministers and relevant authorities to see how they can accommodate you.

I don't think that overnight everything will change, but it will eventually. This new government seems to be standing up and taking notice.

But there is one entity in Chaguaramas Bay that gets bashed day in and day out from all sides and that is YSATT. Every day both cruisers and contractors alike complain that YSATT isn't doing anything for them or that YSATT should do this and should do that. Cruisers have a problem with Customs and Immigration — go to YSATT. Not happy with your contractor — go to YSATT. You want to see some of Trinidad and don't know where to go — go to YSATT. Looking for a dentist — go to YSATT. Need to get your mail from home and don't know where to send it — go to YSATT. Need to just freaking vent your frustrations — go to YSATT. Immigration and Customs looking for a yacht — they call YSATT. This organization takes it all. They hear everything from cruisers and contractors but the one thing they never or hardly ever hear is that they are doing a good job. Is there a place in any of the other islands where a cruiser can go to complain and receive a smile in return? This is a not-for-profit organization that bends over backwards to help cruisers and they don't charge a thing. They don't get donations either. No funding from government. Nothing. How they survive baffles me.

So, in essence I agree with Frank Virgintino, the author of the Letter of the Month in your September 2010 issue. If you would like to go cruising, don't come to Chaguaramas. There is no blue water and white sandy beaches. Instead, we have excellent storage facilities, brilliant contractors, culture and food that really blows the mind. We have excellent health services and most of all — we have the people, people who love people and who love to have a good time with food and a good "lime".

The yachting sector is trying really hard to change the wrongs to rights; however, what they cannot and will never change are attitudes. As we say in Trini — if you give it, you will get it!

**Sign me,
 Amused Chaguaramas Employee**

Dear Compass,

I was glad to read Neil Ladell's report on the new Sandy Island/Oyster Bed Marine Protected Area in the August 2010 issue of *Compass*, and would like to share with readers a bit more from the interview he conducted with me while preparing his report:

NL: What do you think about the decision to protect this area?

CD: In principle the idea of protection is always good. The devil is in the details. In the case of the Tobago Cays, speeding boats made swimming dangerous, people were spearfishing on the reef, and goats were destroying the vegetation, so there was a pressing

need for action. Since the park became active there has been significant improvement. In the case of Sandy Island and the mangrove swamp there is no obvious problem, so why fix it? Obviously it is much better to start protection before there is a problem, but we should not create restrictions for no good reason.

For example, in this park, making the area surrounding Sandy Island and over to L'Esterre a non-fishing area will give fish and conch a place where they can thrive and thus help populate areas where fishing is still allowed. There is hard science from other parks to back this up. On the other hand, to ban people from diving unless they go with a dive shop seems to have no purpose based on evidence. The Wreck of the Rhone Marine Park (BVI), the most famous dive site in the Caribbean, encourages people to dive on their own, as does the Bonaire Marine Park, one of the best-run marine parks in the Caribbean, where the majority of diving is done that way. Furthermore, in many places where independent diving is banned, such as Saba, the number of yachtspeople going with dive shops actually drops. Why? Well, suppose I dive off my boat on the fringing reef at Sandy Island. I have a delightful experience that whets my appetite for more, but the other dive sites are harder to get to. So I call up a dive shop and book some dives. If independent diving is banned it is likely I will just enjoy the beach.

Re: making yachts use moorings, I would like to see a scientific study done of the seabed where yachts anchor, then introduce moorings and record the changes; let's find out if we are really doing something worthwhile. In some cases moorings definitely help. For example free moorings in Anse de Colombier, St. Barth's led to the recovery of seagrass beds in the anchoring area, and now you can swim with turtles right off your boat.

NL: Do you think this protected status will be more attractive for people visiting by yachts? Why or why not?

CD: Every time you restrict an activity you discourage it. If you make people use moorings and charge them for it, you are going to chase away at least some of them. In addition, yachtspeople put their boats at risk if the moorings are not good enough. Marine parks generally don't have insurance, and in our Caribbean parks quite a few moorings with yachts on them have gone adrift.

I find the fact that yachts will not be allowed to anchor in L'Esterre, and neither will moorings be put in the near future, to be negative. Very few yachts go here anyway, but those that do spend money in the nearby restaurants and help the local community. I understand there is an algae problem in this area, but this clearly has nothing to do with yachts. The idea that they should be banned because they might further contribute to the problem is typical of a *priori* thinking with no evidentiary basis that is biased against the yachting community. The way to deal with a problem like this is take water samples, find the point sources (usually land-based) and fix them.

The benefits of making the area a park are more long term. If the area shows a significant increase in under-sea life, and becomes a place people have to see because the snorkeling is so good, it may bring more people in, but the improvement would have to be as dramatic as, say, the turtle pool in the Tobago Cays.

NL: Is there anything you wanted to add/suggest?

CD: I am in favor of good parks based on science. However, if we base our parks on dogma, we are creating a system that is not necessarily for the good of the environment or the public, but consists of one set of individuals making decisions about what they think is right for everybody. Clearly this can breed resentment.

There is one way to fix this. Anytime a park decides to bring in a new restriction, they should provide clear evidence for the need of it. If there is no evidence, then the measure should be brought in provisionally for a test period. If it is not shown to provide a clear benefit it should be removed.

It would also be very helpful in parks that affect yachting, if some yachtspeople were included in the decision-making. Having input from marine trades associations that are connected with yachting is really not the same thing.

**Chris Doyle
 Ti Kanot**

Dear Compass,

In Neil Ladell's article in the August issue Chris Doyle, on record as a strong supporter of regional conservation efforts, expressed skepticism about some aspects of the SIOBMPA — but did Neil's article address the "important concerns that deserve clarification"?

As Neil states, the biggest threat to Sandy Island is nature. Lenny was a hurricane, not a tourist, and I am a little unsure how SIOBMPA will help. It has been fascinating to watch Sandy Island evolve over the years without influence from mankind.

The mangroves are as healthy today as they were ten years ago, a recent inspection revealed, despite the reclaiming of land for the stalled marina project in Tyrrel Bay.

—Continued on next page

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The biggest threat to them would appear to be development of the land side: the loss of the salt ponds into which the sediment and detritus settle from the surrounding hillside during the rainy season. Sediment chokes mangrove roots and they die. The ponds, however, do not appear to be part of SIOBMPA.

Current water-based use seems to damage nothing. Future use will damage only your pocket as you pay the user fee. Sorry Chris, your half hour of tranquility now comes at a price.

"It's for the environment" claim the rangers as they collect the mooring fees. Well, actually, it's not. Grenada's Marine Parks need half a million dollars a year to operate and the tourist user must pay.

Re: "Anchoring will no longer be permitted." We are all aware of the surveys showing that cruising yachtspeople spend more per day than cruise ship passengers. These dollars go directly into the local economy that competes against other island destinations. Effort has been expended in recent years to make Tyrral Bay more attractive to cruising yachts, bringing more income and jobs to the community. This is now at risk, the traditional anchorage on the north side of Tyrral Bay, sheltered from northerly swells, is no longer available. Cruisers will leave; the local economy will suffer.

Why the anchoring ban? The nearby Tobago Cays Marine Park offers moorings to those that desire them; the rest can anchor. The inevitable impression that the SIOBMPA moorings are placed only to generate income will not encourage visitors. No one disagrees with the need for moorings in sensitive areas, dive sites and reefs, but is there an argument in favour of banning anchoring on white sand?

Creating a structure that taxes tourist visitors in order to fund itself seems a strange way of achieving "conservation and fisheries management", the stated aim of SIOBMPA and the Ministry of Agriculture, Forestry and Fisheries. The need for "revitalization of the fish population" is surely the result of over-fishing, and I agree that the banning of fish pots within the Park is a step in the right direction.

With the "Visitor Tax" (Grenadians continue to use their Sandy Island and mangroves without cost), comes the risk of reduced visitor numbers resulting in lower revenues for tourist-related business at a particularly difficult economic time and also a loss to Government in the form of lower cruising permit revenue.

Does the apparently healthy MP area actually need "long term revitalization" or just fisheries control, which should be quite straightforward within an area under the jurisdiction of the Grenada Port Authority anyway!

Few are critical of conservation efforts where required, but are we not looking at over-regulation from SIOBMPA?

Jerry Stewart
Carriacou

Dear Compass,

(Re: article about the creation of the Sandy Island/Oyster Bed Marine Protected Area in the August issue) What a wonderful idea, a protected marine park for Carriacou.

Unfortunately in today's political climate no one dare sound remotely negative about "green" or conservation initiatives to save the planet, the reefs of Carriacou or any other reefs for that matter. Green is good; conservation is essential. Such is the arrogance of conservation groups that any negative logic or comment is either ignored or dismissed as being non-eco-friendly.

Despite his unassailable moral position, Neil Ladell in his article "A Long Time Coming" seems to fall into all the usual traps lying in wait for those determined to avoid or distort the real facts in order to further the case for an argument that is beyond argument: We all agree about conservation. In this case we (yachtsmen of the Caribbean, only once alluded to in the article as "boaters") strongly resent the platitudinous, patronizing, psycho-babble beloved of impenetrable NGOs, CBOs, quangos, and other self-elected organizations formed for our unrequested benefit, particularly when used to obfuscate.

Having read of the 15 years of toil involving "research, planning and community consultation", "a dream come true" for dive operator Max and "100-percent positive feedback" (whatever all this means) it was no surprise that Mr. Ladell was surprised by a note of scepticism from — someone. This someone obviously prompted Mr. Ladell's memory and he concedes that, having spoken to Chris Doyle, there exist "important concerns that deserve clarification, particularly those that may limit boating activities". Aha! Limiting of boating activities. Could that mean yachtsmen?

At this point Mr. Ladell decides that rather than enumerate these important concerns it would be more illuminating for us mortals for him to launch into a tedious, possibly spurious history of the SIOBMPA, the "decisions behind the decision to protect" and its further plans to "trial a series of plans for which feedback will be welcomed" and point out that only three years ago were "human intervention measures for conservation needed". Oh, and by the way, no anchoring

except in emergencies. Could this mean yachtsmen?

And, we may ask, why are they doing all this for us? Well, it's "to promote safety at sea, particularly for swimming, snorkelling and scuba diving" (not yachtsmen).

Please, let's be honest and cut the waffle! Not once in a 750-word article did Mr. Ladell give any hint as to how the SIOBMPA is to be funded. It's not conservation that yachtsmen object to, or contributing financially to the cause, it is power in the hands of the unaccountable.

So what are SIOBMPA's plans to raise funds for the future — buoys in Tyrral Bay, buoys in east coast anchorages? How will these plans be trialed in order to get our welcomed feedback? Or are we to await another fait accompli?

Unfortunately, it can be construed from Mr. Ladell's reluctance to mention mooring charges, that it is only by installing mooring buoys (with their doubtful benefit to the environment), prohibiting anchoring, and therefore forcing passing yachtsmen to pay for their use, that SIOBMPA can raise funds. In that case, the yachtsmen of the Caribbean are indeed subsidizing the organization, the local dive industry, and all the vested interests of the co-management board of SIOBMPA including the "private associations", whoever they are. Not to mention the reefs. Perhaps we should have more say.

Save the Planet.

Chris Long
Yacht Tropical Dream

Editor's Note: We asked Davon Baker, Chairman of the SIOBMPA board, for a response to Chris Long's letter. Jerry Stewart's letter arrived subsequently. Davon's reply, below, is in response to Chris Long's letter, but addresses points raised in both.

Dear Compass,

The Sandy Island reef system and the Oyster Bed, which this MPA is commissioned to protect, fall within the sovereign territory of Grenada. The MPA cannot happen without the designation by the Government of Grenada. The SIOBMPA is not some ad hoc, fly-by-night organization looking to make money, as seems to be the accusation. In fact, it is not even the first priority of the MPA to generate funds. Instead, we are, first and foremost, interested in protecting our natural heritage and resources for many generations ahead.

The SIOBMPA board is comprised of many stakeholders from various organizations and interest groups, including three persons from governmental agencies. These include the National MPA Coordinator and the local Fisheries officer. The letter writer, Chris Long, already knows that our MPA came into being after many years of preparations, which included much interaction with stakeholders. The writer, however, has already concluded that we are an unaccountable bunch. This I find to be a rather reckless and irresponsible approach.

At the same time, it seems that the writer is mostly frustrated with Neil Ladell's article. Mr. Ladell, however, is not a member of our organization. He was, instead, an intern with one of our stakeholder bodies, the Sustainable Grenadines Project. The information presented in the article was not vetted by our board prior to submission for publication, and as such the information is Mr. Ladell's opinion, and not that of the SIOBMPA management. In fact, many local stakeholders (such as fisher folks and water taxi operators) are equally frustrated that the article did not adequately represent their part in the process of establishing the SIOBMPA. As such, the rash judgmental approach of the letter writer may be easily excused.

However, I must say that I have discussed issues raised here with the President of the Marine and Yachting Association of Grenada, and it seems that they do not support the attitude nor share the extreme views of the writer. The question, therefore, of whom does he/she speak when mention is made of "yachtsmen of the Caribbean"? What is his/her authority to speak on behalf of such a group?

The bottom line is our organization is a young one, and our initiatives impact persons of various backgrounds, and not just yachtsmen. It is a national organization, with tremendous support from the local people, including fishers whose livelihood and activities within the area are also curtailed. We have many items to revisit and new ones to give considerations to. While we do not expect all to be in complete agreement, it is highly irresponsible to make false and unfounded claims as this writer and others have been doing. Our protected area is small, and there remains open access to all other areas around Carriacou. The idea of an MPA with fees is by no means new in the region, or even in the world.

Our board pledges to work with all affected groups, but our first aim would remain the protection of our precious resources. We welcome *Compass* readers' comments, queries and observations; however, we do expect that your complaints should be reasonable. I am quite sure that anyone who is informed about the natural history of Sandy Island and the Oyster Bed, and who has a genuine passion for conservation, would find it easy to share our vision to protect and preserve these natural, cultural heritages of ours.

—Continued on next page

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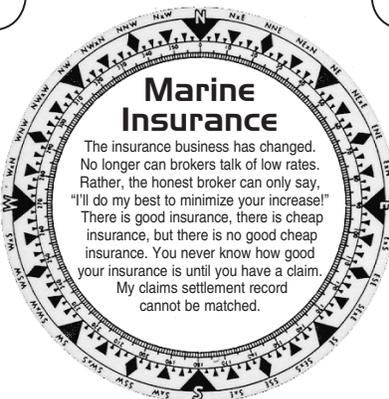
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Edward William

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—Continued from previous page
Thanks, *Compass*, for allowing us the opportunity to respond. Thank you also for aiding us in getting the word out on the work of the Sandy Island/Oyster Bed MPA. We will submit, for your next issue, a follow-up to Neil's piece.

Regards,
Davon Baker
SIOBMA Management Board Chairman & Representative of the Permanent Secretary's Office Ministry of Carriacou & Petite Martinique Affairs

Dear Compass,
Frank Pearce shared his humor and smarts by letting us all aboard *Samadhi* for his misadventure in the mid-Atlantic. Entertaining and informative, thanks for "Cobbler's Boots" in the August *Compass*.

Crewing on *Samadhi* in the Saturday race of July's Carriacou Regatta Festival, 15 minutes after the start we watched from slightly downwind as starboard *Sanctus* barreled into *Ginko*, who was in irons trying to get back onto starboard tack. The T-boning crunched her hull, exploded aft starboard lifelines and sent a *Ginko* crewmember flying. Gasping, seized in terror from my front-row seat amidst ships on *Samadhi*, I watched as moments passed. We continued galloping along on port tack in 20 knots. The commotion died down, boats stayed afloat, crewmembers were okay, and gentle and soft-spoken Frank said, "I guess that puts us in first."

Here's to that sailor, gentleman, scholar. Way to go, Frank, on all fronts!
Ellen Ebert Birrell
S/V Boldly Go

Dear Compass,
Regarding Ruth and John Martin's letter in August's *Compass* praising the east coast of Martinique and Jerome Nouel's guide to the area, I could not agree more. The east coast of Martinique is my wife Trich's favorite cruising ground.

Despite what many sailors and guide authors say to the contrary, sailing the east coast of Martinique is not that difficult. Since most of the harbors lie on an east-west axis, it means you should not try to leave harbor before about 1030, and you should be entering the next harbor by 1500 at the latest. This means a leisurely breakfast and possibly a quick swim before leaving and you are in the next harbor with plenty of time for an afternoon swim before sundowners and dinner.

The first foreign yacht to sail the east coast of Martinique was *Iolaire*, in September 1964. The crew was myself, my late wife, Marilyn, our two-year-old daughter Dory, a very small semi-working engine, and Merde, our bi-lingual schipperke. I have cruised here numerous times since.

The east coast of Martinique has been adequately covered in all my guides; the latest Martinique to Trinidad guide is available at all Island Water World stores, Johnson's marine hardware in St. Lucia, and from iUniverse.com.

I note in my guide that if you really want to explore the east coast of Martinique, especially if you draw less than six feet, be sure to find a copy of Jerome Nouel's guide. This guide was originally financed by Philippe Lachnez Heude. Philippe lives on the east coast of Martinique where he keeps his Carib 41. He states he NEVER visits the west or south coast of Martinique as the east coast is so much better.

More yachts should investigate the east coast of Martinique.

Don Street
Glandore, Ireland

Dear Compass,
I read with interest Keith Bowen's article "What's on My Mind: A Deadly Combination" in the September issue of *Compass*.

When I launched my catamaran in 2001 I bought a WASI anchoring system from Echo Marine in Trinidad that I suspect is identical to the one discussed in this article. However, I only have 50 feet of chain so all the chain is out every time I anchor and the contact to the boat is via rope. So far the system looks and seems fine, and I anchor all the time.

Prior to that, I had a Carib 41, which came with 12 feet of cheap Taiwanese stainless chain that was on the anchor end of the rope. The chain dated from 1969 and some 30 years later, when I sold the boat in 2000, it seemed in excellent condition.

Keith is quite right in having heard of a lot of failures on these systems. However, I am not at all sure about his conclusion. My own observation is that every time there is a failure with stainless chain it is being used as all chain connected from the sea to the boat via the windlass. I strongly suspect the reason for the chain's failure is some form of electrolysis, which would explain why it took a few years to fail.

I would love to hear from others who have used stainless chain as I do, in a chain-and-rope combination with no metallic contact to the boat. If anyone has had a failure I would love to hear about it. There is no question stainless chain has proved unreliable as a

complete anchor rode solution. It might still be an excellent solution in a chain-and-rope combination. However, my limited experience with two bits of chain is not enough from which to draw conclusions.

Secure anchoring!
Chris Doyle
Ti Kanot

Dear Compass,
A good lesson for all: Some months ago at Union Island, a man took our dinghy and outboard from a guarded and designated area, despite the guard's attempt to stop him. The thief later returned the dinghy and outboard destroyed.

A report was made at the local police station. This report was made even though fellow cruisers and local Vincentians alike cautioned us to "let the matter go".

We waited for notification of our court date and, after receiving same, appeared along with the guard (a witness) and the alleged thief. Sergeant Francis expertly presented the case and a guilty verdict was handed down by the Honorable Magistrate. The thief was heavily fined.

The lesson? Do not be afraid to report crimes — the police ARE here to "Protect and Serve". Thank-you to Sergeant Francis of the Royal St. Vincent & the Grenadines Police Force.

Respectfully,
Thomas and Diana Olson

Dear Compass,
I'm sure we have all had great fun looking for birthday or Christmas presents while living in the Caribbean, and sometimes being a bit, let's say, let down with what we may or may not have found.

My husband and I decided to buy a joint present this year, and decided we really needed a new pressure cooker, so we set off in search of the right size. Finding what we wanted we returned to the boat with high expectations of that night's meal.

Having washed the cooker, I tried in vain to get the lid to fit. My husband inspected it and found that the handle on the lid had been screwed on upside down. The problem was soon rectified and I was set to cook.

The new cooker was different from my very old cooker, so I felt I should read the instructions — which sent us both into uncontrollable laughter. I believe it was the best present we have given to each other in years, and I still giggle when I reach for the cooker, almost one year later.

The spelling and grammar are as they appear in the manual:

- Operation instruction**
- 1) the cam-interlocking mechanism makes sure that this unit is safely, used in all accessions.
 - 2) this unit is not effected by the bangles.
 - 3) the pulling-don style valve is used. It is reliable and durable.

4) the pressure conril valve and block-proof cover is n/ made in eather form of the tow using styles. That is, additional cover style and automatic block-proof style/

How to use
sketch, map of handel dnst all apoon.

When in use for firs time. Apply some edible oic on the cook cog for lubrication

Put in food: when cooking easely-swollen food,not exceed 1/2 of capacity.

Check and clear the exhaust pipe.

Steam comes out cover with pressure control valkye, turn down the fire to exhaust at avenen interval.

Attention
After cooking, take out the sealing washer, clean the blockproof valkye. Exhaust pipe and float avlve.

Don it try to open the lid strongly befor float valve falls if float valve gets stuck, press lightly with CHOPSTICK.

If steam comes out greatly from pring safety valve greatly. Remove cooker.

Clean exhaust pipe. Block-proof cover.put shaft of ping of safely valve to correct postion.

The service life of the product is eight vears.

Sally O'Regan
Yacht Stillus

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Letter of the Month

Dear Compass,

I'm a dog. A smart one at that, but I can't figure out why two equally beautiful countries such as St. Lucia and St. Vincent & the Grenadines can be so far apart. Only 24 nautical miles separate these two jewels of the Caribbean. I've had the pleasure of visiting both this summer. Dog, oh dog, what a difference.

My crew and I cavalierly arrived at Rodney Bay, St. Lucia late one afternoon, planning to visit for a few days. *Themselves* had not given much thought to my clearance in St. Lucia. At Customs, my crew were welcomed by a very polite officer named Marlon. Marlon informed my debonair crew that I needed to be "imported" with a permit should I want off of my yacht! Marlon, on his own initiative, immediately telephoned the government veterinarian. An appointment was set to meet my crew at the Customs office the next day at 9:00AM. The veterinarian needed to make sure my papers were in order and do a physical examination.

At the appointed time, a neat looking fellow (with great hair!), introduced himself. Chris (spelled Qris) quickly found the necessary documents for the application form, which my lackadaisical crew had failed to send to the ministry. In the meantime, back on my yacht, I was eagerly waiting for Chris' (spelled Qris) visit to check my *physique*.



Dear Compass... Dang, it's tough to type with paws — forget using the BlackBerry! How do you spell 'quarantine'? Okay, I've typed the letter... spell check... Now, how's the Wi-Fi signal?

Oooh! The way he looked at me, touched me, made me feel special! He was sweet-talking too. However it was close to 9:00AM and I hadn't been ashore for almost 20 hours. *I needed to go!* Chris (spelled Qris) left my yacht promising clearance (and relief) before noon. My importation permit would be issued. Customs would be notified. I would be free to conduct my business on shore. The importation permit would be delivered the next day to the Customs office.

Had my delinquent crew applied for the importation permit and faxed all the particulars to the Ministry beforehand, the permit would have been printed and delivered to us at the time of examination. Since we had no working phone, Chris (spelled Qris) said he would phone the marina office to inform me the clearance was issued. Thank you, Chris (spelled Qris). Thank you, Marlon.

Chris (spelled Qris) said that he knew I wasn't a threat to the island agriculture. But, he added that agriculture is extremely important to the island economy. St. Lucia could not afford the cost of remedial action should an outbreak of disease

occur. Consequently, the policy is one of due diligence when a non-human arrives. He also mentioned he regretted that some visiting yachtsmen expose the island to this low, but extremely dangerous risk. He added that his colleagues and himself make a point of facilitating pet entry. Total cost: EC\$43. My crew did it wrong. St. Lucia made it right.

I stayed a whole month. What an island. I ordered my crew chiefs to do it right next time! St. Vincent (Bequia) here I come!

Twenty-four miles away, similar historically, both former British colonies, both independent since 1979. Piece of meat, huh? Not so.

It was impossible to get the application form on the internet. The humans had to e-mail animalhealthsvg@hotmail.com to request the application. The e-mail reply was sent to "yahoo.com" and not my e-mail address of "yahoo.ca". After several calls the application requirements arrived. Once filled out, the application must be faxed to the Animal Health and Production Division, Ministry of Agriculture and Fisheries, St. Vincent & the Grenadines: (784) 457-1688. It does sound official and efficient, doesn't it?

However, BIG problems. St. Vincent promotes archaic, colonial pet-importation regulations. No matter the bloodwork (i.e. FAVN-OIE titre test), health certificates, or my sweet disposition, I could enter directly into St. Vincent only if I were exported from one of 12 named countries. Otherwise I would have to be quarantined in the UK for six months (even though my titre test allows me to go to the UK without quarantine). There is a serious logic problem in St. Vincent, I think.

—Continued on next page

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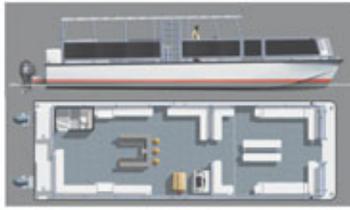
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MERIDIAN PASSAGE OF THE MOON

OCTOBER & NOVEMBER 2010

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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. 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!

DATE	TIME	21	2250	10	1542
1	0600	22	2334	11	1631
2	0656	23	0000 (full)	12	1718
3	0751	24	0021	13	1801
4	0845	25	0111	14	1842
5	0938	26	0204	15	1923
6	1031	27	0259	16	2003
7	1124	28	0355	17	2045
8	1219 (new)	29	0451	18	2148
9	1315	30	0545	19	2215
10	1413	31	0637	20	2304
11	1510	November		21	2357
12	1607	1	0721	22	0000 (full)
13	1701	2	0819	23	0053
14	1751	3	0910	24	0150
15	1839	4	1003	25	0246
16	1923	5	1058	26	0341
17	2005	6	1155	27	0434
18	2046	7	1253	28	0525
19	2126	8	1352 (new)	29	0615
20	2207	9	1448	30	0704

—Continued from previous page

My crew weren't keen on me touring England on my own, however. Serious measures were needed. Fortunately, St. Lucia is one of the countries from which an animal can be imported directly into St. Vincent. The application was completed and faxed, along with all my medical information and copies of all my medications to keep me healthy and bug-free — perhaps ten pages in all. I have always been well maintained. I am a Princess after all.

A few days later, my human assistants tried to get assurance that the confirmed-received fax application was in order. Yes, the application was received and the veterinarian would review it for completeness. She would telephone or e-mail us to let us know if I could clear Customs. Right? No! No call or e-mail. I barked at my irresponsible humans to get on the blower. Same message, same action. A few days later, I growled a renewed request for status. Somehow, the application was lost! The Ministry telephones were not working and the e-mail system was down as well.

Not to worry however. I commanded a re-fax and successive confirmation telephone calls. At one point, I suggested that the supervisor of the Animal Health and Production Division be addressed. The St. Vincent staff member refused to transfer the call and refused to identify herself. Of course, the Chief Veterinarian was again in a meeting as well. But at the next call we were informed that all was in order and the permit had been issued. Right? No! Wait.

I said good-bye to my friends in Rodney Bay. I ordered the lifting of the anchor and set the course for a staging at Soufriere for the next leg to St. Vincent. Before leaving Soufriere, my dog senses were acting up. I insisted on another check with the veterinarian's office to make sure all was well. The application had not been reviewed after all. And yes, there was a missing document! An export permit from St. Lucia was necessary. In that extremely complicated application package, my inept humans had failed to notice that important point. *Themselves* know it was an oversight, but believe that with the many, many calls to the Chief Veterinarian, something that important should have been addressed.

What to do? The St. Lucia Chief Veterinarian's office is in Castries, quite a distance from the waterfront. A quick call to the vet's office and an appointment was made for early the next day. The travel options for myself and crew were: a return sail to Castries, a water-taxi and then a land taxi, or just a land taxi from Soufriere. Not having seen the interior of St. Lucia, I opted for the scenic route. Did not see much scenery. But what a thrill! An hour-and-a-half, white-paw, closed-eyes run each way on a rollercoaster with a kamikaze driver. All for the price of US\$150.

I did get to see my friend Chris (spelled *Qris*) again while another doctor looked at me. She filled out more papers and pronounced me good to go. This lovely doctor reviewed my application for St. Vincent. She called the St. Vincent Chief Veterinarian to make sure I had every requirement met! She reviewed my traveling folder and found papers my unimproved crew didn't recognize the importance of. She stapled all the pertinent documents together to make it easy for our arrival in St. Vincent. Before we left, this doctor suggested filling out the importation permit for our return to St. Lucia! She gave me the office phone and fax numbers so that I could just call ahead when I come back. I left feeling like "canine grata": very good.

Safely back on the water, we left for St. Vincent. Although we just wanted to visit Bequia, we were required to stop in St. Vincent at the Young Island dock for my next physical examination from the St. Vincent veterinarian. She turned out to be quite pleasant and my examination was thorough. The importation permit was surrendered with instructions that it should be with me at all times when in this country. There were no fees required.

We immediately left for Bequia where we would go through Customs. As I had been cleared to land I took my crew with me. The Customs officer was incredulous when he saw us, but after reviewing our documents, he did allow the humans to stay with me in the country. Despite all our efforts to meet their standards, whenever I visited shore I found a true lack of hospitality and at times was treated with downright hostility. Many times I was rudely stopped by officials, and once a Customs officer raced down the street after us. He ordered us to the Customs office while taking my importation permit away with no explanation! I am not used to such treatment, nor are my crew.

We stayed three days and that was quite enough.

St. Lucia, St. Vincent. So close yet so far apart.

Princess

s/v Princess of Tides

Guy Hurtubise and Christine Kehler (the ingratiating crew)

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WHAT'S ON MY MIND

In recent years we have read numerous articles in various Caribbean "news portals" which give any reader a highly unsettling picture regarding attacks and robberies that take place on yachts throughout the Caribbean chain — particularly those reported in Venezuelan waters. I do find it extraordinary, however, that a well respected and highly influential website like noonsite (www.noonsite.com) can report a serious attack on a yacht quite so badly as was recently done. Although I do believe events involving crime in the Caribbean should be published immediately, surely the facts should be far more accurately reported by a website of noonsite's reputation.

Do the "writer/publisher" associations responsible for the content on noonsite realize the damage they can cause when they report incorrectly? Without proper journalistic control, they can severely prejudice the views of any innocent reader as to the safety of cruising any particular area in the Caribbean.

To illustrate this I copy the exact words published on noonsite immediately after an incident that happened in St. Martin in July this year:

Serious Attack and Robbery in Guadeloupe
Created by val. Last modified on 2010-07-07 08:37:48

Contributors:

Topic: Safety

Countries: Guadeloupe

Posted 6th July 2010-07-06

Last week, Mike Harker (a circumnavigator), suffered a serious and brutal attack while asleep on his yacht, WanderLust 3'.

At about 4am two large men swam out and boarded his boat, dragged him from his bunk, and assaulted him so severely that he became unconscious. They then tied him up and ransacked the boat, and using his dinghy, escaped with all the valuables and electronics they could find.

In spite of having ripped out the microphone from the fixed VHF set, Mike was able to use the cockpit mike to make a Mayday call and using an air horn, attract the attention of a neighbouring boat. The police and medical help arrived very quickly and Mike was taken to hospital in Guadeloupe, where he remains, with severe facial injuries and a cracked rib.

CAN WE BELIEVE ALL WE READ?

by John Burnie

His dinghy was found very soon after about 3 miles away and the police are studying the video surveillance footage from the area.

Even though he is awaiting reconstruction surgery on his face, Mike says "I am now able to see again and my spirits are good because the doctors did a good job of repairing me and I am not dead yet!"

Our thanks to Jimmy Cornell for sending us notice of this attack.

[It is worth mentioning that such attacks are rare in Martinique - Ed.]

I noted this reported incident very quickly in view of my long-term past association with the island of Guadeloupe. Guadeloupe is one of the largest islands in the Caribbean — without some sort of geographic reference this report by noonsite is highly diminished. It's like saying "there has been a crime in New York": the specific "where" is particularly pertinent to cruisers who need to be advised. I find the thin information particularly disturbing as it is stated that the source is none other than the distinguished cruising expert Jimmy Cornell.

Compounding the problem is the contentious editorial comment (from the Ed. in brackets) that such attacks are rare in Martinique. So, was the attack in Martinique or Guadeloupe? And, having lived on a yacht in both islands for some years, I happen to know that attacks are not "rare" in either island.

Any reader can see that the content of this report centres on the sensational — and the one really sensational fact is that this did not in fact happen anywhere near Guadeloupe or Martinique — it actually took place in St Martin. I will accept that noonsite (after a long delay) did eventually change the facts in the report citing confusion, etcetera. I regret however that headline "news" in the manner they reported it would undoubtedly have left its mark — and only in a detrimental manner to Guadeloupe.

In recent years security and safety have become a major concern for cruisers visiting the Caribbean. Anyone making spurious insinuations that one particular island is "safer" than another is very wrong, to my mind, and sets a dangerous precedent — even worse when key facts reported are utterly incorrect.

Am I alone in thinking this is appalling? Are we to take any of the other noonsite "piracy reports" seriously? Or do they just post anything that is sent in to them? If so, this is a poor reflection on the new owners of noonsite, none other than World Cruising Club Ltd., and they really need to do rather better! They are, after all, the ones encouraging some 250 yachts to cross from Europe to the Caribbean every year; they should take a very deep interest in the accuracy of what is reported about the islands they encourage their clients to visit.

May I suggest that noonsite take the advice of the many experts in the Caribbean, such as the Caribbean Safety and Security Net and others who have contributed to *Caribbean Compass* in a responsible, accurate and sensitive way, before blandly reporting sensational (and wrong) "facts" of any event?

John Burnie and his partner Ann Louise have been cruising the Caribbean island chain on their yacht Indaba for the past six years.

Editor's note: We asked noonsite manager, Sue Richards, for her response, which follows.

Dear Compass,

While we regret the confusion that surrounded the reporting of the attack on Mike Harker (and are relieved that he is recovering well), I feel it is important to state the facts as we have them and to reiterate the editorial policy of noonsite.com which your correspondent is questioning, in our view unjustly.

Our procedure with all security reports, including personal attacks such as this one, is to confirm they actually happened, either via local press or other cruisers who witnessed the incident. We do not even publish anything implicating a country unless we have confirmation. However, in this case both the source of the information and the subject of the attack were known to us and reliable. And, yes it was Jimmy who provided the details having received an e-mail direct from Mike.

Given Mike's injuries it is perhaps understandable that his account was a little rambling, and further confusion was caused by mention of transfer to Guadeloupe in the initial report. Yes, an error occurred in our report for which we apologise. However, as soon as we were made aware of the error, the report was corrected. The initial report was received on July 6th; the correction was received on July 8th and a correction issued.

Did we sensationalise the report? Categorically no. We strive to report information accurately and Mike's injuries were horrific; in fact we have photographic evidence to prove this statement.

Noonsite.com has a global readership, many of whom are actively involved in contributing to the site, which aims to disseminate information of value to cruisers everywhere. It is and will remain a free-to-use website, which puts the interests of cruisers first. Personal safety is a high priority for our site users, so we have to report incidents. It is our intention to provide a forum for impartial advice and reports so that cruisers can form their own opinions.

As for your correspondent's attitude to World Cruising Club, his comments are without foundation or basis. For the record, noonsite.com is run independently of World Cruising Club and uses exactly the same editorial policy and checking procedures as were used by the previous editorial team, 80 percent of whom continue to work for noonsite.

Regards,

Sue Richards, Site Manager
noonsite

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OCTOBER

- 2 - 3 Pete Sheals Memorial Race (IC24 Match Racing), Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
- 3 - 9 43rd Bonaire International Sailing Regatta. www.bonaireregatta.org
- 9 Willy T Virgins Cup Race, BVI. RBVIYC
- 9 - 16 Port Antonio International Martin Tournament, Jamaica. ronda@mail.infochan.com
- 13 26th Annual Port Antonio Canoe Tournament, Jamaica. ronda@mail.infochan.com
- 16 - 17 J/24 Invitational Championship, Barbados. <http://sailbarbados.com>
- 23 FULL MOON
- 27 Independence Day, St. Vincent & the Grenadines. Public holiday
- 29 - 31 13th Annual Foxy's Cat Fight, Jost Van Dyke, BVI. West End Yacht Club (WEYC), Tortola, BVI. www.jollyrogerbvi.com
- 29 - 31 14th World Creole Music Festival, Dominica. www.wcmfdominica.com
- 30 - 31 BVI Schools Regatta. RBVIYC
- 30 - 1 Nov Triskell Cup Regatta, Guadeloupe. www.friskellcup.com

NOVEMBER

- 1 All Saints' Day. Public holiday in many places
- 2 All Souls' Day. Public holiday in many places
- 3 Independence Day, Dominica. Public holiday
- 3 21st Annual Caribbean 1500, Virginia to Tortola, starts. www.carib1500.com
- 3 Bahamas Cruising Rally, Virginia to Abacos, starts. www.carib1500.com
- 6 St. Maarten Optimist Championship. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
- 6 Drakes Channel Treasure Hunt. RBVIYC
- 12 - 14 3rd Heineken Regatta Curaçao. www.heinekenregattacuracao.com
- 12 - 20 20th Aruba Heineken Catamaran Regatta. www.arubaregatta.com
- 13 - 14 Jolly Harbour Yacht Club Regatta, Antigua. Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, miramarsailing@hotmail.com, www.jhycantigua.com
- 13 - 14 IC24 Nations Cup (tentative). RBVIYC
- 13 - 17 Golden Rock Regatta, St. Maarten to Stafia. www.goldenrockregatta.com
- 18 - 22 St. Barh Cata Cup (F18 catamaran regatta). www.stbarthcatacup.com
- 19 - 20 Caribbean Rum and Beer Festival, Barbados. www.rumandbeerfestival.com
- 20 Round Tortola Race. RBVIYC
- 21 FULL MOON
- 21 25th Atlantic Rally for Cruisers, Canaries to St. Lucia, starts. www.worldcruising.com
- 26 - 28 7th Course de l'Alliance Regatta, St. Maarten/St. Barths/Anguilla. www.coursedelalliance.com
- 28 - 30 J/24 Barbados Match Racing Championships. <http://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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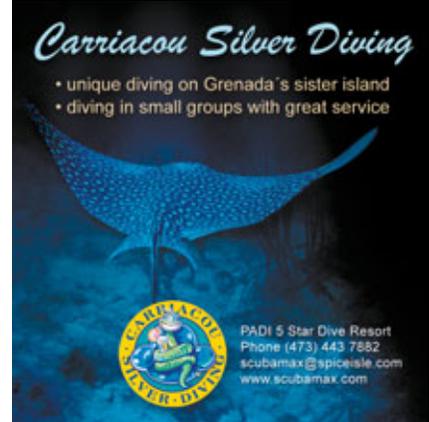
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