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AUGUST 2011 NO. 191

The Caribbean's Monthly Look at Sea & Shore

MAGICAL MAYREAU

See story on page 19

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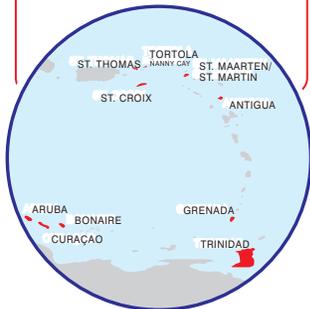
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Cover photo: Kay Wilson of Indigo Dive captured a quintessential Caribbean cruising moment at Mayreau's Salt Whistle Bay



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Info & Updates

The Caribbean Marine Association Revamped

The Caribbean Marine Association (CMA), held its second Annual General Meeting at Marigot Bay, St. Lucia on June 23rd. The meeting was held with the financial sup-



Left to right: Keats Compton, Donald Stollmeyer, Kass Johnson-Halliday, Ghislaine Agostini, John West, Anita Sutton, Simon Carey, Sam Welch, Bob Hathaway, Sharon McIntosh, John Duffy, Shamine Johnson and Eric Blommestein

port of the Centre for Development Enterprise (CDE), under a wider project to the CMA: "Capacity Building of the Caribbean Marine Association for Policy Dialogue and Promotion of the Sector Towards the Goals of Many Islands, One Sea".

The CMA is the regional association representing national marine trade associations throughout the Caribbean. At present, there are eight national member associations in the CMA. The main objective of the CMA is to promote and protect the interests of the recreational marine industry throughout the Caribbean region. Priorities include increasing awareness of the industry, harmonization of legal and regulatory frameworks, protecting the marine environment, enhancing visitor safety and fostering harmonious cooperation between member countries and their governments. Immediate Past President, Hon. Keats Compton, advised those present that the CMA welcomed the support of the CDE to re-invigorate the organization. The CMA was first launched in 2005 with two years of steady activity. Despite active progress made by the CMA in that time, due to financial and human constraints, the CMA became dormant in 2009.

At this meeting, the several areas of priority for the CMA in the immediate to long term were identified:

- Establishment of a dedicated and sustainable CMA Secretariat
- Increased membership base of the CMA including national marine associations, marine businesses and individuals within the marine industry
- Marketing and promotion of the industry through the CMA website and through national and regional branding and events
- Training for the industry
- Utilization of surveys and statistics for lobbying and advocacy to Governments and key regional organizations on environmental issues (e.g. TBT anti-fouling, moorings in protected areas, holding tanks); safety and security; and harmonization of Customs and Immigration processes in the region (e.g. eSeaClear) through phased projects and cooperation with the Caribbean Customs Law Enforcement Council, with the ultimate goal of a single clearance and seamless cruising throughout the region.

The new Board of Directors, representing each Member Marine Trades organization of the CMA were appointed to serve for a period of three years, to 2014: President: John Duffy, Antigua and Barbuda Marine Association (ABMA) Vice President: Bob Hathaway, Marine Industries Association of Saint Lucia (MIASL) Secretary: Kass Johnson-Halliday, St. Maarten Marine Trades Association (SMMITA) Treasurer: Anita Sutton, Marine and Yachting Association of Grenada (MAYAG) Immediate Past President: Keats Compton, Marine Industries Association of St. Lucia (MIASL)

Board Members are: Shamine Johnson, Marina Operators of the Bahamas (MOB); Sam Welch, Marine Association of the British Virgin Islands; John West, St. Vincent & the Grenadines Recreational Marine Association; and Donald Stollmeyer (interim), Yacht Services Association of Trinidad and Tobago (YSATT).

For the initial six months under the new Board directorate, the CMA Secretariat will be hosted by the Antigua & Barbuda Marine Association.

For more information on the Caribbean Marine Association see ad on page 18.

Bahamas Advances Marine Tourism

Allison Lowe reports in the July 1st issue of *The Tribune* that growing the "underdeveloped" maritime tourism sector has been branded as critical to the Bahamian tourism industry's future. Seeking to advance marine tourism in a strategic way, the Marina Operators of the Bahamas have accessed US\$40,000 in funding from the European Union's Centre for Development and Enterprise to complete a nine-month project aimed at developing a master plan for the sector.

—Continued on next page

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Meanwhile, the Bahamas' Director-General of Tourism, David Johnson, said the Ministry of Tourism is committed to partnering with the MOB to increase boater arrivals. "It is time that we really treat this sector as having the sort of business potential it has, and begin to develop a very clear-cut plan to drive it," Johnson said.

Gary Young, Director of Planning, Research and Statistics for the Ministry of Tourism



SALLY FERRELL

Hopetown Harbour in the Abacos. The Bahamas have accessed funding for a marine tourism master plan

revealed figures he said proved that marina users provide "the best value in promoting" the Bahamas, and offer "significant value" to the economy, second only to hotel visitors". He said they are the best visitors for "spreading that economic value around" the various islands of the Bahamas, and represent the "best brand loyalty", being the most likely to return to this country multiple times. Young said the average marina boater surveyed in 2009 had visited the Bahamas nine previous times, and would be 84.6 percent likely to recommend this nation as a destination to others.

Average spending for marina visitors in 2009 was US\$150 per person per night, more than those staying in rented homes, apartments or timeshares. They also stay longer on average than anyone based in a hotel or on a honeymoon, and even those who came to visit a friend or relative.

Barbados Now Boasts World Heritage Site

The historic city of Bridgetown and its nearby Garrison comprise the first site in Barbados to enter the UNESCO World Heritage List. They are outstanding examples of British colonial architecture consisting of a well-preserved port town built in the 17th, 18th and 19th centuries that testifies to the spread of Great Britain's Atlantic

colonial empire. The property also includes a nearby military garrison, which consists of numerous historic buildings. With its serpentine urban layout, Bridgetown testifies to a different approach to colonial town planning compared to the Spanish and Dutch colonial cities of the region, which were built along a grid plan. The Barbados site was inscribed on the list of World Heritage treasures in June.

At Last — A Cruisers' Net in Bequia!

It's been a long time coming, and now Bequia has a cruisers' net. The Bequia Cruisers' Net host is Cheryl Johnson of the Fig Tree restaurant on the south shore of



ELEEN BIRRELL

Say hi to Cheryl Johnson! She's the voice of the new Bequia Cruisers' Net

Admiralty Bay. Cheryl says the net started in mid-July, "and the response has been incredible!" Now when you're in Bequia, tune in to VHF68 every morning at 8:00AM.

Grenada Coast Guard Monitoring VHF 68

The Grenada Coast Guard now continuously monitors VHF radio channel 68. The former Island Water World VHF repeater-linked radio equipment has been reinstalled at the Grenada Coast Guard station in Prickly Bay. It is now fully operational, and from a search and rescue perspective, the Grenada Coast Guard has significantly increased its range on VHF channel 68 with this mountaintop repeater.

Tobago Operators Discourage Diving on Your Own

The Association of Tobago Dive Operators (ATDO) is encouraging scuba divers in Tobago to dive with current members of ATDO. "We strongly urge the sailing community in the Caribbean to think about hiring a local dive guide when they dive, especially in Tobago where we have strong currents that can result in them getting into difficulty," says ATDO member Katy Stickland.

—Continued on next page



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—Continued from previous page

There have been four dive-related incidents in Tobago since April this year. Two involved visiting sailors diving from their boats on the south of the island without an ATDO-registered dive guide. In one case divers were in the water for four hours before they were found. None of the incidents were connected with ATDO members, but in all instances, members were the first to respond. It is important to note that while ATDO has no authority over non-members, the association strongly urges all divers to adhere to standard international diving practices if they choose to dive independently.

ATDO's members all adhere to the strict safety protocols stated in the association's constitution. These include providing all divers with an emergency signalling device and having oxygen, first aid kit, radio and cell phones on board the dive boats. All divers are escorted by a dive guide, who carries a surface marker buoy at all times. These protocols are in place to make diving in Tobago as safe as possible.

Sailors are asked to take extra care when anchoring close to Tobago's reefs as anchor chains can cause tremendous damage. Anchoring near Pigeon Point and Buccoo Reef is restricted by law. If found in this area without permission, sailors can face summary conviction and fines of up to \$6,000.

For further information visit www.tobagoscubadiving.com.

Cruisers' Site-sings

• A cruising guide to Aruba is now available at www.aruba-cruisingguide.com. The guide was developed based on questions and remarks received from those who visited Aruba by boat. One often-heard remark was that one was told that Aruba could just as well be bypassed on the way to Colombia, but once cruisers stopped in Aruba they found it to be a very pleasant surprise. The sailing directions in the guide are based on recent information explored on a six-foot draft boat under sail.

• Want to keep up with the news from Antigua? www.antiguance.com has comprehensive "what's on" and news listings, plus an easy-to-use business directory, for everything you might want or need to know about Antigua. To receive their regular newsletter, hit the newsletter icon on any page. Additional information about Antigua and activities there is available at www.abma.ag, www.antiguamarineguide.com and www.royal-naval-fof-club.com.

• Do you plan to visit Guadeloupe? Discover Destination Guadeloupe's website (in French) at www.destination-guadeloupe.com.

• Do you love St. Martin's environment? The Réserve Naturelle of Saint-Martin is pleased to present the most recent edition of its quarterly journal (in English and French), which can be downloaded at www.reservenaturelle-saint-martin.com/doc/journal12.pdf.

• When you're on Facebook, check out the Grenada Cruisers page and the Tobago Cruisers page. Also, the Caribbean Sailing Association's Facebook page has been upgraded to the new groups format.

Jet Skis to be Banned in Store Bay Anchorage, Tobago

After months of campaigning, jet skis look set to be banned from the anchorage at Store Bay, Tobago. The Tobago House of Assembly (THA) announced last month it wants to ban the operation of jet skis on Tobago's southwest peninsula, stretching from Store Bay right into Buccoo/Plymouth, taking in Mount Irvine and Pigeon Point.

John Stickland, the operations director at Store Bay Marine Services, who for the last year has campaigned for jet skis to be properly regulated, says, "We welcome

this news. It is something we've pushed for over the last year. Jet ski operators continually use the anchorage here at Store Bay without much regard to safety or rules of the road. This has resulted in problems of wake and in some cases, a jet ski running into a yacht."

Store Bay Marine Services has been in contact with the Island's Attorney General, along with the Fisheries and Tourism Departments, over the problem with jet skis.

The Deputy Chief Secretary of the THA, Hilton Sandy, has publicly stated that the Assembly is compelled to implement the drastic measure in the face of continued resistance to repeated warnings from the authorities over the years. He has also stat-



Pretty Pigeon Point set to be part of a jet ski-free zone

ed that jet ski operators were ignoring the concerns of the public and posed a danger and threat to the safety of bathers and other marine users, particularly in waters around Store Bay and Pigeon Point. Many jet-skis in Tobago are not licensed or covered by public liability insurance.

The ban will be enforced by the Tobago House of Assembly's "environment police", who are attached to the Division of Agriculture, Marine Affairs, Marketing and the Environment. Three patrol boats have been bought by the THA and will be used to enforce the ban. These patrols will also be enforcing the restrictions on anchoring at Pigeon Point and Buccoo Reef.

For more information contact John Stickland at ohn@sbms.co.tt.

Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertisers Red Frog Marina of Panama, on page 10; and A Blue Horizon yacht services of the Dominican Republic, on page 34.

Good to have you with us!

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BUSINESS BRIEFS

'New World' Niña is Perkins Powered

The world's only historically accurate, full-size replica of one of Christopher Columbus' three ships that, in 1492, crossed the Atlantic in voyages of discovery has recently been re-powered with one of Perkins most renowned workhorse engines. The replica of Niña, Columbus' favourite vessel, has been re-powered with a Perkins



DAVID GRIMMEL

M215C engine, following the earlier successful powering of another replica Columbus vessel, the *Pinta*, with a pair of Perkins M135 engines.

Both ships are owned and operated by the British Virgin Islands-based Columbus Foundation and the *Niña* is used as floating museum — the only touring maritime museum of its kind in the world — visiting ports across the western hemisphere.

The original *Niña* logged at least 25,000 miles under Columbus' command and was last heard of in 1501. Two years were devoted to researching the ship, there being no drawings or illustrations in existence, and the Brazilian shipwrights used traditional tools and construction methods to ensure the closest possible representation of Columbus' original ship. The *Niña* is minute alongside today's trans-Atlantic craft; she is 20 metres long, has a 5.5-metre beam and a 2.1-metre draft.

When launched in 1991, the replica *Niña* had an immediate starring role in the Ridley Scott-directed film '1492', which resulted a 4,000-mile unescorted maiden voyage from Brazil to Costa Rica. Since then the ship has visited more than 300 ports.

The decision to re-power *Niña* was taken because of the Columbus Foundation's waning faith in the original engine's ability to continue in the task. The *Niña's* captain and project manager, Morgan Sanger, was not overly concerned with speed when choosing engines for either the *Niña* or the *Pinta*; reliability and the ability to get easy and fast access to parts and service were his paramount considerations. That being said, the six-cylinder, wastegated turbocharger, charge air cooled six-litre M215C, coupled to a ZF Marine ZF 63 marine transmission, gives *Niña* a cruising speed of eight knots and a top speed of ten knots.

"There were several other factors in the M215C's favour," says Sanger, "including the engine's low-stressed 2500 rpm, its compactness, and its environmental performance. We have to keep a very tight rein on running costs and we found that a cost comparison exercise between the Perkins engine and others that we were considering came down firmly in favour of the M215C."

The engines for *Niña* and *Pinta* were supplied by Parts and Power Ltd, the Perkins distributor for the British Virgin Islands. Parts and service support are available only through the Perkins distribution network that today numbers an unrivalled 132 distributors in 184 countries. Full details of the M215C, the M135 and the other engines in the current Perkins leisure and commercial marine propulsion and generator engine ranges, including contact details for the distributor network, are available at www.perkins-sabre.com.

For more information on Perkins engines and Parts & Power see ad on page 27.

New Free Services at Marina Zar-Par in the DR

Raul Medina, Manager of Marina Zar-Par in the Dominican Republic, reports: We have added additional services at no charge this season that were a big hit. One is free transportation to supermarkets, banks and the airport in the marina van. The second was a cruisers' party with live music and full Dominican dinner free every two weeks.

For next season, we are installing a new marina manager's office that will allow



customers to clear into the marina through a central computer system that has scanned documents. This will reduce paperwork by visiting yachtmen so that practically all work will be processed by the marina without the captain having to fill out numerous forms.

For more information on Marina Zar-Par see ad on page 23.

Virgintino Releases New Guide to Entire Caribbean

In the first comprehensive guide for North American sailors cruising to and around the entire Caribbean since Hart and Stone (1976, revised in 1991), Frank Virgintino explains that a voyage south to the Caribbean is not really a trip south; it is a trip east. This is where *A Thinking Man's Guide to Voyages South: The Many Facets of Caribbean Cruising* begins.

—Continued on next page

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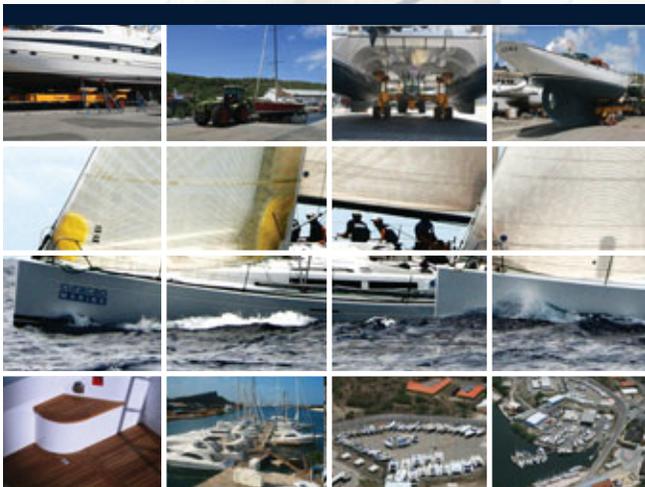
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—Continued from previous page

Virgintino's thorough coverage of all the requisite areas of preparation — boat, crew, weather and navigation plan — equips even the novice sailor to turn a dream into reality. He reminds experienced sailors that not only must the makeup of the crew match the rigors of the planned cruise, but the chosen crew must be prepped to work with the boat itself, especially with regard to anticipated weather conditions and events.

Once the reader is fully acquainted with all aspects of preparation, *A Thinking Man's Guide to Voyages South* examines routes from various departure points along the East Coast of the United States designed to minimize the effects of problematic passages. Virgintino assesses the pros and cons of each Caribbean-bound route to bring the cruising sailor and his boat to various landfalls.

Long-time Cayman resident and round-the-world cruiser Judy Bullmore welcomes the recognition of what the Northwest Caribbean, notably Jamaica and the Caymans, ignored over the past 50 years, offers cruisers both on the water and in cultural and historical experiences.

To move beyond the common misconception that the Lesser Antilles alone comprise "the Caribbean", Virgintino offers a novel approach to understanding and cruising the Caribbean by partitioning the region into four quadrants. He then guides the reader quadrant by quadrant through the entire Caribbean Basin, addressing topics such as weather challenges, security, piracy, which anchorages not to miss, and which to avoid.

Since the complete Caribbean cruising experience is of necessity a multi-year project, Virgintino suggests places to lay up between cruising seasons whether one chooses to stay with the boat or not. He also maps out route adaptations that can make the difference between completing the entire cruise or heading home early.

Author Frank Virgintino is a native New Yorker. His sailing background of over 40 years covers the Canadian Maritimes, all of the eastern seaboard of the United States and the entire Caribbean, many times over. Aside from cruising his much loved Caribbean, he has spent the better part of his career building and administering marinas. His other books, available as e-publications at www.freecruisingguides.com, include *Cayman Islands Cruising Guide*, *A Cruising Guide to the Dominican Republic*, *A Cruising Guide to Haiti*, *A Cruising Guide to Jamaica*, and *Yachtsman's Guide to Trinidad*.

A Thinking Man's Guide to Voyages South: the Many Facets of Caribbean Cruising is available at www.freecruisingguides.com and at its own site, www.voyagingsouth.com, as well as at Amazon.com in the Kindle Book format.

For more information on Frank Virgintino's cruising guides see ad on page 35.

The Marina at Red Frog Beach, Panama

The Red Frog Beach Resort has the perfect natural harbor setting for a deep-water marina. The Panama Marina at Red Frog Beach marina offers access to beautiful sandy beaches, resort amenities that include two new restaurants, a large activity lounge and a small general store, and boat service to Bocas del Toro town. This marina has been constructed to the most sophisticated standards. If you are looking for a place to keep your boat in a hurricane-free area, this is a great place to stay.

For more information see ad on page 10.

Marigot Bay, St. Lucia, Gets a Yacht Club

Tucked into one of the most beautiful harbours in the Caribbean, Marigot Bay, St. Lucia, has a new yacht club — the brainchild of David Shimeld, the owner of Marigot Beach Club and Dive Resort. Open every day from 4:00PM, with Happy Hours from 5:00 until 7:00, beers are only EC\$3, wine is EC\$5 per glass and essential cocktails at EC\$5, making it possibly the cheapest social destination in St. Lucia if not the whole Eastern Caribbean! With panoramic views of the bay, it's the place to be at sunset.

The yacht club is within the grounds of Marigot Beach Club and Dive Resort, adjacent to Doolittle's restaurant (the 1967 film "Dr. Doolittle" was shot here). The yacht club also offers an inexpensive menu with favorite dishes such as "Fish and Ships", burgers, kebabs, rotis and many local dishes all for under EC\$30.



Up-to-date weather reports are posted daily on the information board and the staff is available to answer any questions you might have about the island and local facilities. There is also free WiFi, and all yachtsmen can receive free ice if they are drinking or eating at the yacht club!

If you want to lay your weary head on terra firma, the resort now boasts a brand new, inexpensive timeshare development called Panorama Marigot. All seven one-bedroom units provide panoramic views of the bay from private balconies.

For more information visit www.marigotbeachclub.com.

New Moorings Available at St. George's, Grenada

Chris Doyle reports: Thirty yacht moorings have been laid just outside St. George's, Grenada in the anchoring area. The "anchors" are large concrete blocks, and the moorings have the official approval of the Fisheries Department and the Port Authority. These moorings should give the reef a chance to rebuild, as some of the original anchoring area was on the inner end of Boss Reef. The fee for the moorings is US\$15 per night (ask about longer term rates).

These moorings are run by Junior Cuffie, who will come by and collect the fees.

Contact Junior at (473) 534-2020 or humbleafrican@hotmail.com.

Errol Flynn Jamaica's New Dinghy Dock

Dale Westin, manager of Errol Flynn Marina in Jamaica, reports: It's 40 feet long and eight feet wide and it is especially designed for our anchorage clients. Errol Flynn Marina's new dinghy dock is located immediately in front of our administration building and features a 20-foot long boarding ramp leading to the dock.

—Continued on next page

—Continued from previous page

Anchorage clients will now be able to lock their dinghies to the dock if they wish, as a substantial number of secured cleats are featured. With this valuable addition, dinghy mooring will no longer be permitted at the main docks.

The dinghy dock and ramp were designed to allow cruisers to use dock carts to load provisions, etcetera, directly into the dinghy. We believe our anchorage clients are going to appreciate this big time! In our travels about the Caribbean we often get the idea that some marina operators think of the "anchor clankers" as second-class sailors who don't care to pay for a dock, and thus make no provision for them to come in and patronize the marina's other services.

For more information visit www.erofflynmarina.com.

More Yacht Services Coming to Montserrat

Montserrat Tourist Board's Tourism Challenge Fund recipient Raphael White is currently executing a project entitled Shamrock Moorings Plus (SMP). This project is aimed at offering safe mooring facilities to visiting yachts for a fee. Shamrock Moorings Plus will also be offering convenient amenities to visiting boaters such as ice delivery, garbage removal, laundry, and boat-bottom cleaning services. Raphael commented that these services will afford visitors more time to experience the island's culture and local attractions such as volcano watching, white and black sand beaches, scuba diving, snorkeling, guided tours, hiking and local cuisine.

For more information visit <https://sites.google.com/site/shamrockmooringsplus/home> or contact shamrock.moorings.plus@gmail.com, (664) 491-9177 or (664) 496-4866.

VICL's News from the US Virgin Islands

The Virgin Islands Charter Yacht League reports: "To promote and market Caribbean charter yacht vacations while maintaining and upholding the highest professional standards in the industry" has been the mission statement of the Virgin Islands Charter Yacht League now for over 40 years. The VICL currently boasts some 191 active members. Our site, www.vicl.org, is meant to inform the vacationing public of the high-quality, member-owned businesses available, keep the captains and crew up to date on regulation changes and challenges, and promote charter yacht vacations and activities in the US Virgin Islands.

November 2010 marked the third year for the VICL-sponsored radio program "On the Water", heard every Wednesday from 3:00 to 4:00PM and every Saturday from 8:00 to 9:00AM on Radio 1000am WVWI. This informative hour-long call-in program has proven to be an excellent vehicle to promote groups and organizations, explain and clarify regulatory and environmental issues and promote Virgin Islands marine tourism to the world. The VICL and WJX television are currently discussing the possibilities of an hour-long marine program for next season to better inform and involve our local residents and businesses on boating, swimming and youth education opportunities, as well as how the marine industry plays an integral part in the economy of our islands.

Members' business interests are represented and defended on every legislative discussion and proposed bill pertaining to the territory's marine community by the VICL office. We are the reference point for Senators, Commissioners and Government House when revenue sourcing and potential infrastructure changes are being considered.

We have conducted numerous seminars for every branch of local Government and business organizations, educating the public and private sector on how the marine industry benefits the economic structure of the USVI.

The VICL continued its program of acting as liaison with the Department of Tourism and the charter-broker community by assuring a presence at each trade and travel show throughout the States and the Caribbean, of a certified charter yacht broker to promote our industry here in the USVI. For the first time in recent memory, the VICL this year was asked to assist the relevant Commissioner and her staff in the purchase of media space that would provide the very best return on investment for our marine tourism industry.

The VICL's Spring General Membership Meeting was held on June 25th. The new Board members for 2011/2012 are Brian Johnson (S/V *Sublime*), Mat Bockh (M/V *Pattam*), Chris Allison (S/V *Verna Breeze*), Richard DeBads (S/V *Freedom*), Linda Stracener (S/V *Drumbeat 1*), Joe Mancino (M/V *Post Time*), Randy Tucker (S/V *Three Moons*) and Derek Hunsinger (S/V *Bella Vita*).

For more information visit www.vicl.org or www.vicl.tumblr.com.

MAYAG's News from Grenada

MAYAG, the Marine and Yachting Association of Grenada, reports: MAYAG has grown by seven members in 2010-2011, adding the following businesses: Jeff Fisher (Neil Pryde Sails), Dr. Adams, Bluewater Yacht Services, Bluewater Training, The Moorings Charters, Palm Tree Marine and Sail Ionian. MAYAG is very pleased about these new members, as they not only represent growth for MAYAG's membership, but they also represent growth within the sector.

MAYAG member Bluewater Sailing reports that three Grenadian citizens have received official training recognized by the Royal Yachting Association (RYA). The certification for these Grenadian yachting professionals is a welcome opportunity, as RYA certification is globally recognized as an industry standard. Christopher Alexis and Sabina Belmar, both of whom are originally from the sister isles of Carriacou and



CHRIS FOWLE

Petite Martinique, have earned their Day Skipper Certificates. Serrant Edwards, who is from St. Patrick's and entered the yachting industry as trainee in the Youth Upliftment Programme in 2010, has earned his Competent Crew Certificate. A few years ago, earning RYA certification meant a costly trip overseas for anyone based in Grenada. Having Bluewater Sailing and other RYA sailing instructors based here is a great step forward for Grenada, and offers Grenadians the opportunity to obtain professional sailing skills and internationally recognized qualifications.

Alan and Shirley Hooper are retiring from Essentials Mini-Mart, located at Prickly Bay Marina. Essentials has served patrons for 20 years

with all kinds of essentials — from bread and bananas to books. Prickly Bay Marina will be taking over the management of the store and customers can be assured that there will be no big changes; the store will even keep its name. Alan Hooper was a founding member of MAYAG and served on the MAYAG Board of Directors for many years.

For more information visit www.mayag.net.



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CARIBBEAN ECO-NEWS

Bahamas and Honduras Ban Shark Fishing

The Bahamas announced on July 5th that it would end all commercial shark fishing in its waters, an area that encompasses more than 240,000 square miles.

The move — under which only the catch and release of sharks is permitted — marks the second time in two weeks that a Caribbean nation has enacted broad protections for sharks in its exclusive economic zone. Honduras instituted a total ban on shark fishing in its waters on June 24th.

Last fall a seafood export firm in the Bahamas raised the idea of catching sharks to meet the global demand for shark's fin soup, which sparked a major public relations and lobbying campaign aimed at enacting a shark fishing ban. The Bahamas prohibited longline fishing in 1993, which has helped maintain the region's healthy shark populations.

In Honduras, the move makes permanent a moratorium on commercial fishing for sharks that Honduras announced last year. The measure protects sharks in the 92,665 square miles of Honduras's exclusive economic zone, which encompasses both its Pacific and Caribbean coasts.

Sharks have an important role in the healthy functioning of the marine ecosystem. In addition, diving tourism is an important revenue earner for places like the Bahamas and Honduras, and many divers want to dive with sharks. Eric Carey, executive director of the Bahamas National Trust, noted that tourism accounts for 60 percent of his nation's gross domestic product, and shark tourism alone generates US\$80 million in annual revenue. Honduran Vice President Guillén de Bogran acknowledged that dive tourism was a consideration in the decision to create a shark sanctuary, saying it was important for Honduras, which competes for tourism dollars against other Caribbean destinations like Belize, to maintain its undersea riches.

Whales Proven to be Tourist Attraction in Dominica

Results from a three-year survey indicate that Dominica's marine mammals are a major tourist attraction and that whale watchers visiting the island support efforts to protect whales. One in ten whale-watching tourists staying on the island said their main reason for coming to Dominica was to see whales, according to a three-year survey by CARIBwhale, the association of Caribbean whale-watch operators.

An additional 70 percent said whale watching was one of the attractions that drew them here. From 2008 to early 2011, more than 1,000 whale-watch passengers on CARIBwhale boats, such as Dive Dominica's, completed the survey. The questionnaire was designed and its results analyzed by the International Fund for Animal Welfare, a global nonprofit organization with more than a decade of conservation experience in Dominica and other Caribbean islands.

Whale watchers surveyed expressed satisfaction with their excursion in Dominica: 98 percent of those surveyed said they would recommend this tour to family and friends, and 95 percent said they would go on another whale-watch tour. Three-fourths of survey respondents were very satisfied with the quality of their whale-watch tour overall, and 69 percent agreed with the statement "I learned a lot about whales and dolphins."

Survey respondents demonstrated concern for protecting whales. Three-quarters of whale watchers said

"minimizing the tour boats' impact on marine life" was important; nearly half of all respondents (48.9 percent) said it was "very important." Eighty-eight percent of survey respondents said that "knowing the tour operator has committed to a code of conduct" is important; 59 percent said "very important."



Survey respondents say that whale watching was one of the reasons they chose to visit Dominica, and while there they 'learned a lot about whales and dolphins'

CARIBwhale operators such as Augustus Bernard say they strive not only to be responsible stewards of the ocean in their work, but also to raise tourists' awareness about protecting marine mammals.

"Even when we don't see a whale, I want to educate tourists about whales and the environment," says Augustus, who has 13 years of experience leading whale watches at Dive Dominica and has participated in several CARIBwhale training programs about sustainable whale watching and natural resources management. "I talk about the environment a lot, such as how trash, pollution, marine debris and all that affect marine life and whales specifically."

Nearly half of all whale-watch survey respondents (46 percent) agreed strongly or somewhat with the

statement "After this trip, I am more concerned about threats to marine life."

"These survey results underscore that whales are worth far more to Dominica alive than dead, as clearly marine mammals and the island's other underwater treasures are a major draw for tourists," said Jacob Levenson, IFAW's whale program officer. "Careful protection of these natural resources will yield long-term economic benefits for Dominicans for years to come — a position reflected in the Dominica government's prudent and praiseworthy decision not to support a pro-whaling agenda at the meetings of the International Whaling Commission."

Launched in 2007, CARIBwhale's membership today spans six nations: Dominica, the Dominican Republic, Grenada, Guadeloupe, St. Lucia, and St. Vincent & the Grenadines.

Founded in 1969, IFAW (the International Fund for Animal Welfare) saves animals in crisis around the world. With projects in more than 40 countries, IFAW rescues individual animals, works to prevent cruelty to animals, and advocates for the protection of wildlife and habitats.

For more information on CARIBwhale visit www.caribwhale.org. For more information on IFAW visit www.ifaw.org/whales.

Grenadines MPA Staff Trained in Reef Check Methodology

Staff at two recently established Marine Protected Areas (MPAs) in the Grenadine islands are now better equipped to monitor the health of their coral reefs, following a training course on the Reef Check (RC) methodology which took place on Carriacou, Grenada in early February.

The course was just one component of a larger project to strengthen the ability of MPA managers to effectively manage their valuable marine resources. Coordinated by Sustainable Grenadines Inc. (SusGren), a transboundary NGO that spans the countries of Grenada and St. Vincent & the Grenadines in the southern Caribbean, the project is generously funded through a grant from the United States National Fish and Wildlife Foundation (NFWF).

Reef Check EcoDiver Trainer Olando Harvey, marine biologist for the Tobago Cays Marine Park, was assisted by ranger Benjamin Wilson in delivering the course to participants over a four-day period. Three wardens from the Moliniere-Beausejour MPA (Ann-Marie Taitt, Cecil McQueen, and Coddington Jeffrey) travelled from mainland Grenada to join their counterparts from the Sandy Island Oyster Bed MPA on Carriacou (wardens Bryan Prince, Kordel Simon, and Jody Placid, along with board chair Davon Baker) in taking the course. SusGren staff members Molly Brewis and Valerie Francella were also on hand to help with course organization and participate in the training sessions.

Following an initial classroom session, participants were given a practical introduction to the RC methodology in a shallow area of the Sandy Island Oyster Bed MPA. They tried their hand at placing the transect line, recording substrate cover, and counting indicator organisms while snorkelling. On the last two days of the course, participants collected data in deeper areas of the MPA using scuba. On the final day, participants successfully completed the required test and became certified Reef Check EcoDivers.

This training will assist the MPA managers involved in implementing a standardized protocol to regularly monitor the effects of stressors such as tourism, climate change, and coastal development on the coral reefs of the Grenadines. Additional support for the implementation of reef monitoring is being provided through a yearlong small grant program for each of the participating MPAs, which is also being delivered by SusGren and funded through NFWF.

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More than 150 students from seven primary schools in Dominica recently completed an innovative Ministry of Education-sanctioned ocean science curriculum called Floating Classrooms. At the program's culmination, each student had the chance to participate in a custom-designed, educational ocean excursion on vessels owned and captained by Dominican members of CARIBwhale, the association of Caribbean whale-watch operators.

After four months of in-school study and learning activities about the importance of protecting Dominica's marine environment for the country's aesthetic and economic future, each school group got to embark on a two-and-a-half-hour "research cruise," which included hands-on lessons and observation about ocean creatures, diving gear and marine habitat protection.

An innovative public-private partnership designed as a model for other Caribbean islands, Floating Classrooms is supported by the International Fund for Animal Welfare (IFAW), a global nonprofit with more than a decade of conservation experience in Dominica and Eastern Caribbean islands. From June 16th through 24th, a total of

Primary School Students in Dominica Become Stewards of Caribbean Marine Life

seven excursions for Floating Classrooms 2011 embarked from the Roseau Ferry Terminal on vessels operated by CARIBwhale members including Dive Dominica.



seven excursions for Floating Classrooms 2011 embarked from the Roseau Ferry Terminal on vessels operated by CARIBwhale members including Dive Dominica. Activities on the boat — which were team taught by CARIBwhale member Marcus Johnbaptiste of Dive Dominica, the Dominican school teachers and IFAW staff — included not only watching for whales and dolphins, but also listening to their sounds, which are detected by a submerged hydrophone; using an underwater camera to observe marine life around the boat such as barracudas, sea turtles and lots of fish, as well as coral reefs and sponges; examining scuba-diving equipment and trying on flippers; and holding marine life such as a crab and snails (which then are released back into their natural habitat unharmed). Each excursion also included a lesson in boat safety and preventing marine debris.

The Government of Dominica demonstrated its commitment to protecting marine mammals by refusing to support a pro-whaling agenda at the 2008 International Whaling Commission meeting (the 2011 IWC meeting is underway as this issue of *Compass* goes to press). Floating Classrooms — by integrating ocean literacy principles into Dominica's primary school curriculum standards — carries this commitment a step further: it prepares and inspires students not only to protect whales and their ocean habitat, but also to consider careers in science or ecotourism.

"At their age, I'd never been out on the water or seen a whale, even though I grew up in Roseau beside the sea," said Johnbaptiste, 24, a six-year veteran at Dive Dominica who began working on the whale-watch crew four years ago and has been captaining excursions since 2008. "I had never considered working in tourism as a career. My peers and I just wanted to be firemen or policemen. These children are

lucky to be exposed to other options at such a young age, especially since tourism represents such a significant portion of Dominica's economy."

Teachers and school administrators who implemented the Floating Classrooms in-school lessons and activities this year include (alphabetically by school): Marvlyn Xavier, fifth-grade classroom teacher, Grand Bay Primary School; Genevieve Bannis, from Grand Fond Primary School; Verna Frederick, principal, and Ingrid Allie, teacher, at Jones Beauport Primary School in La Plaine; Muriel John, a teacher at Salybia Primary School; Felicia Jervier, a fifth-grade teacher at Soufrière Primary School; Nick St. Claire, a science teacher at St. John's Primary School in Portsmouth; and Anthea Felix, a science teacher at St. Luke's Primary School in Point Michel.

Left: Marcus of Dive Dominica demonstrates scuba to Floating Classroom students

Below: Students had a chance to examine some living sea creatures



members called Forestry to rescue it," said Jervier of Soufrière Primary School, one of two primary schools that launched the full-scale Floating Classrooms curriculum in 2010 as part of a pilot program. "When the children came to school the next day, they were very excited to tell me all about it because we'd just done a Floating Classrooms lesson on sea turtles."

Jervier said her students fulfilled math, science and social studies national education requirements while studying Floating Classroom lessons. "They didn't want a week to pass without a Floating Classrooms unit, and would ask about it if a few days went by without doing a lesson in it."

Teachers of most Floating Classroom school groups organized a beach clean-up this semester, where children saw firsthand how much litter can accumulate and blow out to sea. Through a grant from the Disney Friends for Change's Project Green, a pro-social "green" initiative launched in the summer of 2009, each Floating Classroom participant and teacher will receive two cloth reusable bags. The bags, which feature a fish jumping just off Dominica's shore, serve as a reminder to help minimize marine debris by cutting back on the number of plastic shopping bags sent to Dominica's landfills.

For more information contact Arienne Perryman, Dive Dominica (CARIBwhale member), 767-235-2188, dive@cwdom.dm.

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REGATTA NEWS

VI Sailors on Podium at Melges 32 US Championship
Hot off victories at the 2011 St. Maarten Heineken International Regatta, Rolex International Regatta and the 40th BVI Spring Regatta, the Virgin Islands' Team INTAC, skippered by Mark Plaxton, sailed to a second



place overall finish at the 2011 Melges 32 US National Championship held at the American Yacht Club in Rye, New York, June 10th through 12th.

The event saw 11 teams from the USA, the Caribbean and Asia competing in winds ranging from very light on one day to averaging over 25 knots with four- to six-foot waves on another.

The event's winning skipper was US Jason Carroll (USA) aboard *Argo*. Third place went to Takashi Okura (Japan) aboard *SLED*.

"You can compare the Melges 32 to a fighter jet. It is another level of sailing altogether," says Peter Holmberg, Team INTAC's project manager and tactician, and former Virgin Islands Olympic medalist and America's Cup Challenge winner.

For full results visit www.melges32.com.

Teens Rule at Marlow One-Design Regatta Champs
Team Interlux, four young St. Maarten sailors — Jolyon Ferron (16), Stephen Looser (16), Rhone Findlay (15) and Saskia Looser (14) — won the 10th Annual Caribbean One-Design Keelboat Championship, the Marlow One-Design Regatta, held June 18th and 19th. The host island's teen titans topped several prominent adult one-design sailors.

Second place went to Frits Bus and his team, Rein Korteknie and Roel ten Hopen, also of St. Maarten.



Eric Baray of Martinique, sailing with his son, Medhi, and Andrew Dove of Antigua (Team North Sails), took third. Other notable competitors were the recent winner of the Heineken Light Caribbean Laser Championship, Benoit Meesemaeker, of St. Barth's; Francois de Corlieu of St. Barth's; Team Tropical Sail Loff of St. Maarten, which filled a slot after a last-minute cancellation; and the eight sailors from the SMYC Youth Sailing Programme.

Sailing in Jeanneau 20 sailboats in strong and shifty winds, ten teams completed 19 races during the two-day event, rotating boats throughout. Racing was tight, with six points between first and third place in the final results, and in one race there were only 38 seconds between first and last place!

The Marlow Regatta was hosted by the St. Maarten Yacht Club and sponsored by Marlow Rope of the UK, represented in the Caribbean by the SMYC, and by Budget Marine.

For more information visit www.smyc.com.

Team ISV1 Wins Sea Star Team Racing

In a prelude to the 19th Annual Scotiabank International Optimist Regatta, ten teams of four junior sailors each took to the seas in Optimist dinghies off St. Thomas' east end on June 23rd, competing in the 2011 Sea Star Team Racing Championships. Team ISV1, made up of US Virgin Islands sailors Colin Brego, Paige Clarke, Christopher Murphy and Scott McKenzie, emerged victorious. This was not surprising as in April they had placed second in team racing at the Optimist South American Championships. (See story on page 14.) "That win played a major role in our win today," says Clarke.

Team FOR (Florida Ocean Racing) with Nick Hernandez, Carolyn Corbet, Emmett Ward and Andy Burns finished second, while Team BVI & AHO made up of Mollee Donovan, Sam Morrell and Jason Putley from the BVI and Oailie van Aanholt from Curaçao, placed third.

Nearly 70 junior sailors competed in the three-day Sea Star Clinic, held June 20th through 22nd. The clinic, run by internationally recognized coaches from OptiSailors.com, included Santiago Galan, Gonzalo Pollitzer, Manuel Resano, Justine O'Connor, and Agustin "Argy" Resano. Local St. Thomas Yacht Club sailor, Paul Stroeken, of Island Sol, assisted with the Green Fleet.

Keith McSwain, District Manager of Sea Star Line, says, "We are excited and proud to sponsor the 2011 Sea Star Line Clinic and Team Race. This wonderful event helps to inspire, educate and enrich the lives of our youth while equipping them with invaluable life skills gained from the sailing experience."

11-Year-Old Tops Scotiabank International Opti Regatta

Carol Bareuther reports: Sailing fast and hitting the wind shifts "just right" is what led 11-year-old Wiley Rogers from Houston, Texas, to win the 19th Annual Scotiabank International Optimist Regatta, held out of the St. Thomas Yacht Club, US Virgin Islands, June 24th through 26th.

"The waves and wind are what I like about sailing here," says Rogers, who kept his lead in spite of 2010 defending champion, Jorge Gonzalez from Puerto Rico, winning the last race and closing the score gap to a mere seven points after 11 races. "I also like meeting so many kids from other countries. Jorge is very good and very fast upwind. He has been like a brother to me the last three years I've sailed in this regatta."

Gonzalez finished second, while St. Thomas' Scott McKenzie placed third overall. McKenzie was also the top scoring USVI sailor.

Seventy-nine sailors aged eight to 15 years from ten nations or territories — Barbados, the British Virgin Islands, Curaçao, Canada, the Dominican Republic, Puerto Rico, St. Maarten, Trinidad & Tobago, the United States and all three US Virgin Islands — set sail in this Virgin Islands' Sailing Association-sanctioned event. Eleven races were completed for the Advanced Red, White and Blue Fleets, and 19 for the Beginner Green Fleets.

Gonzalez's finish earned him a first place in the 13- to 15-year-old Red Fleet. Rogers also won the 11- to 12-year-old Blue Fleet. Rogers' nine-year-old brother, Zane, bested the ten- and under White Fleet. The Scotiabank International Optimist Regatta marked only the second regatta that St. Thomas' Christopher Sharpless had ever sailed. Still, the ten-year-old handily won the Beginner Green Fleet against 28 other sailors from a host of locations.

Fifteen-year-old Justina Pacheco, from the Dominican Republic, finished as Best Female and fifth overall. Pacheco had earned Top Girl and seventh overall at the Optimist South American Championships in Chile in April. (See story on page 14.) Puerto Rico's Miguel Manlor won the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, deter-



mination and good attitude both on and off the water. Trinidad & Tobago's Abigail Affoo won the Chuck Fuller Sportsmanship Award.

For full results visit www.regattanetwork.com. For more information about the regatta visit www.styc.net.

Ultra-Competitive Quantum IC24 Regatta

Conch Charters of the BVI, skippered by Andrew Waters, won this year's Quantum IC24 International Sailing Regatta organized by the Royal BVI Yacht Club June 25th and 26th.

Unlike last year's frequent squalls, weather conditions were perfect in the Sir Francis Drake channel for the one-design racing. This did not, however, prevent a serious collision in the first leg of the first race, and skipper Chris Haycraft had to retire *Latitude 18* (BVI); thankfully no one was injured. *Grey Ghost* (BVI), skip-

pered by George Lane, was at fault for the collision. Showing excellent sportsmanship, Lane immediately retired from the race and offered his boat to Haycraft for the remainder of the event. Fortunately this was not necessary, since Haycraft was able to muster another boat in time for the third race.

Frits Bus (St. Maarten) and Chuck Pessler (St. Thomas) on *Desperado* took an early lead with two wins in the first three races. However, the ultra-competitive nature of IC24 one-design racing saw wins for four different boats during the course of the first morning. After lunch, a series of four wins in a row allowed *Conch Charters* to open up a 14-point lead by the end of Day One.

On Day Two, *Conch Charters* continued their winning streak, securing victory and a US\$1,000 prize. *Desperado* placed second, and *Latitude 18* third with a victory in the final race of the event. The special award of the "IC24 Misadventure Shield", constructed from part of the original *Latitude 18* hull, went to *Grey Ghost*.

The Royal BVI Yacht Club gives thanks to event sponsors Quantum Sails and Kevin Wrigley, to host venue Nanny Cay Marina, and to race organization volunteers Dave Clasen, Dick Schoonover, Eddie Brockbank and Bob Phillips.

For full results visit www.royalbvicyc.org.

Trout and Schurmann Fastest in Highland Spring HIHO

Andy Morrell reports: Slater Trout from Hawaii and Brazilian Wilhelm Schurmann made short work of their respective fleets in this year's Highland Spring HIHO race, held June 26th through July 3rd in the BVI. Each easily won his division in the annual windsurfing and stand-up paddle event.

The HIHO's daily races take the windsurfing and SUP fleets on island-to-island courses. Parties with live entertainment cap each day, and all participants are accommodated aboard captained yachts supplied by The Moorings.

Slater, a 16-year-old paddle phenomenon, stroked his way to a wide lead in each of the four SUP races over the six-day event. The top-ranked Formula windsurfer in the world, Schurmann, who won the windsurfing portion of the event in 2008 and 2010, won each of this year's five inter-island windsurfing races. "I saw the old Johnnie Walker Hook-In-and-Hold-On windsurfing event in 1986 and fell in love with it then," Schurmann said. "This year I came back with a group of Brazilian racers."

The Highland Spring HIHO event attracts participants from around the world. Andrea Colombo from Switzerland was second in the windsurfing fleet, while his children Elia, Matteo and Felipe were first, second and third in the Junior Division. Other participants hailed from the UK, the USA, South Africa, Australia and China.

The largest racing class in the event was YOLO One-Design Adventure fleet, where Janette Ocampo from California jumped to an early lead. Her two first-place finishes carried her through to a clear 4.5-point lead over Casey Trout from Hawaii. A three-way tie for third saw Michael Daniels from the BVI top Jennifer Trout from Hawaii and Californian Brad Gerber. "I started out well," Ocampo said. "My results slipped after the pirate party when I might have danced and celebrated for too long, but I hung in there to take the overall win." Janette Ocampo's victory was a family affair, with her husband Peter finishing in 15th place and their daughter Natalie in 17th.

The annual Highland Spring HIHO is sponsored by Highland Natural Spring Water, Red Stripe, The Moorings, YOLO and HIHO.

For more information visit www.go-hiho.com.

Team Anguilla Captures KATS Premier's Cup

The Anguilla Youth Sailing Club Team captured first place in the KATS 2011 Premier's Cup International Youth Regatta, held July 8th through 10th in Tortola. Teammates Kendall "Kenny" Richardson, Ethan "Rumple" Loyd, Starlin Rosario, Romero "Butchie" Gumbs, Kadeem Joseph and Derick "Fritz" Carly out-sailed seven other teams from five neighboring islands, Puerto Rico and the USA in a hard-fought competition of 18 races over two days in IC24 keelboats. All sailors were 18 years and under, and boats were rotated.

In winds of ten to 15 knots, Team Anguilla took five first place wins and one second on the Saturday morning. After lunch, the sailing got tougher for Team Anguilla with a few bad starts and by the end of the day St. Croix had a one-point lead over Anguilla.

On the Sunday morning the racing became much tighter as every team had improved. Going into the last race, whoever crossed the line first, St. Croix or Anguilla, would win. At the finish line, Team Anguilla edged St. Croix by half a boat length. Team St. Lucia took third spot after an excellent performance in the Sunday morning session.

"I am very proud of this team," said Anguilla Youth Sailing Club (AYSC) Sailing Instructor, Chris Simon. "We don't have IC24 boats in Anguilla, so our sailors are used to racing the two-person 420s. With almost no experience in these boats, the team adapted very quickly and worked together really well as a team."

—Continued on next page

—Continued from previous page

"Team Anguilla has proven to be first-class sailors who not only can compete at an international level, but will come out champions as well!"

Final scores of the racing were: Anguilla, 42 points; St. Croix, 46 points; St. Lucia, 66 points; BVI 68 points; Puerto Rico, 71 points; Antigua, 103 points; Grenada, 115 points; and USA, 135 points.

Kids and the Sea (KATS), along with the Rotary, Rotaract and Interact Clubs of the BVI annually host the Premier's Cup International Youth Regatta at Nanny Cay Resort. The Rotary Club of Anguilla annually sponsors the Anguilla Youth Sailing Club team to attend the Premier's Cup. "After ten years, Rotary Club of Anguilla has finally seen its investment come



to fruition. Rotary has believed in and invested in the youth sailors for many years and we are extremely proud of their capturing gold medal excellence!" says Rotary Club Team Leader, Harris Richardson.

The Rotary Club of Anguilla and the Anguilla Sailing Association thank the Caribbean Commercial Bank of Anguilla, D3 Insurance, Anguilla Aluminum, Apex Hardware, Caribbean Juris Chambers, Caribbean Associated Attorneys of Anguilla, Mr. and Mrs. Peter Oliver and all the members of the Rotary Club of Anguilla for their financial support for this event.

For more information contact Anguilla Sailing Association President Donald Curtis at (264) 584-5481 or Sailing Instructor Chris Simon at (264) 584-7245.

This Month: Third Aruba Rembrandt Regatta

The third Aruba Rembrandt Regatta will take place on Aruba from August 12th through 14th — three days of competition for yachts, beach cats, Sunfish, Optimists, windsurfers and kitesurfers, and three evenings of music and parties for participants and spectators.

The success of last year's event, with more than 200 people participating in the different competitions, inspired the organization to make this year's edition even better and bigger. With the support of Budget Marine, an overall cup has been installed for the winner in the most competitive class. Line honors of the Around Aruba race will be honored with a barrel of Mount Gay Rum. For the youngest sailors there will be Optimist races; for the more athletically inspired, swimming and triathlon competitions will be organized. For those who do not sail, Aruba Beach Tennis will set up ten beach tennis courts for the Aruba Beach Tennis Ranking Tournament.

All events and races take place at Eagle Beach. A regatta village will be built on Eagle Beach, where Café Rembrandt will ensure entertainment, live music, food and beverage and a spectacular view of the races.

The traditional Around Aruba Race will be sailed on the Friday. Yachts that prefer not to race can also join for a fun rally. Yacht races on the Saturday and Sunday will



constitute a series of four races. For Sunfish and beach cat participants, a series of five races will be decisive. The competition in the windsurfing and kitesurfing classes will be organized according to the weather.

The Dutch Marines, boat platoon CARIB, will ensure safety and support at the regatta site and on the water. Brickell Bay Hotel in Aruba offers a special regatta package for participants, volunteers and spectators. Together with the other sponsors including Polar, Power Systems, Now, Pringles and Gillette, this regatta will be an event you shouldn't miss!

For more information call (297) 565-6887 or visit www.aruba-regatta.com.

Discover the Caribbean is now a Sailing Festival

Nanette Eldridge reports: Discover the Caribbean, A Sailing Festival is a two-weekend regatta, beginning November 11th at Ponce Yacht & Fishing Club (PYFC) in Ponce, Puerto Rico. On Saturday, November 5th, a Feeder Race starts from Fajardo to Salinas, then from Salinas to Coffin Island, then to Ponce for the regatta series: two weekends of coastal racing outside Ponce

and Coffin Island. The race committee accepts PHRF or CSA ratings. Proceeds benefit the junior sailing program at PYFC.

The Discover the Caribbean Series (DCS) began in Ponce in 1989 after Hurricane Hugo heavily damaged the Fajardo area. Expect major changes to the 22nd DCS. "It's still Discover the Caribbean series of races, but with all the other activities we added, we decided to name it Discover the Caribbean, A Sailing Festival," says Joel Santiago, Sailing Director at PYFC. "We're celebrating PYFC's long sailing history during the regatta, and we want everyone to join us in celebration. So we expanded our shoreside events in the regatta village to create an exciting festival for the sailors, spectators and families."

Two new classes are introduced this year — Classics and Couples Cruising — joining the One-Design, Dinghy, Bareboat, Racing, Cruising and Multihull Classes to make it easier for every sailing enthusiast to participate. The race committee plans to customize coastal courses to suit the boats and classes. Other changes include VIP seating for spectators at the finish line, numerous kiosks for food and beverages to complement the children's activities, a volleyball tournament, MTB race, R/C sailing boats regatta, a fashion show and lots of live music.

The friendly PYFC offers free dockage for participants a week before and after the races, and if you come from more than 60 miles away, you'll receive an extra free week! The club has 168 slips in addition to a restaurant, swimming pools, junior beach, mini golf, playgrounds and tennis courts. Free breakfast and dinner every day of the regatta are included with registration. Every participant will receive free cocktails with live music after every racing day, and prizes will be awarded courtesy of the sponsors including Don Q and Medalla.

PYFC has a long and rich history, starting 60 years ago sailing the local sailing *chalanas*, eventually develop-



ing into a serious sailing center and becoming the base for many winners of Caribbean regattas, including the Ramos brothers (*Campechano, Syndicate*); Fraitto Lugo (*Orion*), winner of eight Rolex watches at the St. Thomas Rolex Regattas; and Fernando Monlor, winner of the 2011 US National Sunfish Midwinter Championship. It has been home to IC24 and J/24 championships, plus the 1979 Pan Am World Games, 1993 Central American and Caribbean Games, 1978 and 1999 Sunfish World Championship and the Optimist North American Championship in 2006. The club also prides itself on its junior sailing program run by Jorge Santiago, champion sailor and Bronze and Silver Medalist at Central American and Caribbean Games, who was joined by champion Peter Holmberg in July for a match racing clinic at PYFC.

DCS will be launched this year with a cocktail party and press conference on Thursday, October 20th at 6:00PM at The Fresh Grill in Hato Rey, on the last day of early registration. Register before October 20th to qualify for Early Bird entry fee!

For more information visit www.discoverpyfc.com.

Here Comes Caribbean 1500, 2011!

The 22nd Caribbean 1500 rally will set sail from Hampton, Virginia, USA on November 7th, with some boats bound for Nanny Cay on Tortola, BVI, and others on the alternate route to the Bahamas. The Caribbean 1500 is a rally, but there is the option to join a handicapped class for some fun racing.

The fleet of about 70 boats will include veterans who join the rally every year and crews making their first ocean passage. There is no age limit, and ralliers of all ages will be sailing in the fleet. Boats vary too, with all popular builders represented, including multihulls and motorsailors/tractors. So far this year the smallest boats are the Jeanneau 39 O2 and the Shearwater 39 Centime, both from the US, and the largest is the Oyster 62 *Golden Gate* from Denmark. For three of the Caribbean 1500 boats, the rally will be the start of a round-the-world adventure. Ed and Zoe Butt on the Beneteau 461 *Zoe*; Gary Onik and crew sailing the Fastwater 52 *Ice Wars II*; and Mark and Janet Gorrell on the Island Packet 465 *At Last* will be using the Caribbean 1500 as their "warm-up" before joining World ARC in St. Lucia in January 2012.

For more information visit www.carib1500.com.

Heineken Regatta Curaçao: The 'Real Different' Regatta

After three successful editions, the organizers are pre-

paring the fourth Heineken Regatta Curaçao, to be held November 11th through 13th, with the Captains and Sailors Evening held on November 10th. This year promises to be even more spectacular than last year.



The Heineken Regatta Curaçao opens the new 2011-2012 Caribbean sailing season. This year all participants will battle in many different classes to compete for the main prize: the prestigious NIBanc Cup and its Nafl10,000 prize money.

What makes this Heineken Regatta Curaçao "Real Different"?

- The Regatta starts and ends in St. Anna Bay, in the heart of Willemstad, the UNESCO World Heritage Site on Curaçao.

- It is a real spectator event: the only regatta which can be enjoyed so closely that it's as if you were participating!

- The Heineken Regatta Village, where you can watch the races while enjoying all kinds of activities, entertainment, great food and ice-cold beer.

- The illuminated boat parade, which magically lights up St. Anna Bay by night.

- The Friday and Saturday evenings, when the Regatta Village transforms into a premium concert area where local and famous international artists take the stage to blow you away. The Heineken Regatta Curaçao has been proud to host great artists including Alison Hinds, Kevin Lyttle, Los Illegales and Shaggy.

The organizers have some surprises for this year, so make sure you do not miss it!

For more information see ad on page 14.

ARC 2011 Bursting at the Seams

ARC 2011 departs from Las Palmas de Gran Canaria on November 20th and crosses to Rodney Bay, St. Lucia. This annual transatlantic rally is oversubscribed again this year, with a waiting list started in March. The organizers expect 225 boats to start from Las Palmas, including 25 catamarans — the largest fleet of cruising multihulls to ever cross an ocean.

The 2,700 nautical mile passage on the northeast tradewind route takes, on average, between 14 and 21 days. A full programme of social activities and a gala prizegiving are organized by World Cruising Club after the finish in St. Lucia.

Entries for ARC 2012 will open in September.

For more information visit www.worldcruising.com.

Carlos Aguilar Match Race Set For November

The 4th Annual Carlos Aguilar Match Race (CAMR), presented by Ulysses Nardin/Trident Jewels & Time, will take place in St. Thomas, US Virgin Islands, from November 30th through December 4th. Eight Women's teams and eight Open teams, representing several of the world's best match racers, will test their skills in fast-paced, highly competitive sailing action along the spectator-friendly Charlotte Amalie waterfront.

Past winners of the CAMR read like a Who's Who of sailing: the USA's Genny Tulloch triumphed in 2008 and 2010, and France's Claire Leroy in 2009, in the Women's Division, while the USVI's Taylor Canfield in 2008, Peter Holmberg in 2009, and Portugal's Alvaro Marinho/Seth Sailing Team in 2010 won the Open Division. Women's and Open champions in this International Sailing Federation (ISAF)-provisional Grade Two event are awarded an Ulysses Nardin Lady Diver and Ulysses Nardin Maxi Marine Diver precision timepiece, respectively.

The St. Thomas Yacht Club and the Virgin Islands Sailing Association are organizing authorities for the CAMR, namesake for the late Carlos Aguilar, who was an avid sailor and match racer.

For more information visit www.carlosmatchrace.com.

Act Fast for February 2012!

Register now for the 11th Club Náutico de San Juan International Regatta set for February 3rd through 5th, 2012! The first 50 entrants to register by September 30th will receive 50 percent off the Early Bird entry fee, paying only US\$45 for single-handed sailors and US\$60 for double-handed sailors. Classes offered include Optimists (Red, Blue, White and Green Fleets), Lasers (4.7, Radial and Standard), Sunfish, Snipes and 2.4 Meters. "We expect over 100 competitors from around the Caribbean and the world," says regatta director José "Yoyo" Berrios.

For more information visit: www.nauticodesanjuan.com.

Youth Sailors Do the Caribbean Proud on International Stage

by Ruargh Findlay



Main photo: Curaçao's Odile van Aanholt, 13, demonstrated world-class talent in her bullet race
Inset: Team AHO in Chile — Rhône, Kristie and Odile

The results of the 2011 IODA South American Optimist Dinghy Championships for sailors 15 years old and younger, held in Algarrobo, Chile from April 14th through 24th, confirmed that Caribbean youth sailors rank highly against their counterparts from even the largest countries.

Each year youngsters from the Caribbean head to both the North and the South American Optimist Championships to compete against as many as 180 other children from around the Americas. Seventeen countries participated in this year's "Optisud", many with huge populations (the USA has more than 300 million people, Brazil about 190 million, Mexico 107 million, Argentina 40 million, and Chile 35 million). Brave groups of two or three sailors from many of the smaller Caribbean island nations, some with a population only in the thousands, competed against the larger national teams consisting of 15 (and in some cases 30) top sailors from some of the most ardent sailing communities in the world.

I was one of the fortunate parents/team managers to be able to accompany the "AHO" contingent from the former Netherlands Antilles. From Curaçao there were 13-year-old Odile van Aanholt and 12-year-old Kristie van der Woude, and St. Maarten's sole entry was my 15-year-old son, Rhône.

The Dominican Republic team consisted of two girls, 15-year-old Justina Pacheco and 11-year-old Nathalie Nordbruch. Representing the British Virgin Islands were Mollee Donovan (14 years) and Sam Morrell (12 years). The USVI team ("ISV") was Colin Brego, Scott McKenzie, Christopher Murphy and Paige Clarke. Puerto Rico fielded the largest Caribbean team, headed by Jorge Gonzalez, winner of Best Overall Sailor in the Optimist category at the recent 10th International Sailing Regatta of Club Náutico de San Juan, with Augustin Lugo, Eric Torres, Andres Reguero and Lucas Miranda.

Noticeably absent were the islands of Trinidad, St. Lucia, Martinique and Antigua — a pity as they have some excellent Optimist sailors.

This year's Optisud was challenged by race postponements and abandonments caused by lack of wind. But as the Sailing Instructions stated that five races are required to be completed to constitute a series, and with nine races completed, there was no suggestion that nine races did not give a fair result. There were 162 competitors who started and it should be noted that all 162 achieved a result: no disqualifications and no retirements. This in itself is noteworthy, considering the cold temperatures of the waters, the sometimes high waves and gusty winds, and the fact

that some children were as young as 11 years.

Embedded in the overall 2011 Optisud event was the Nations Cup, in which the USVI team placed a proud second, between two teams for the United States — whose population is 3,000 times greater. Something must be said for Caribbean sailing talent!

The overall 2011 Optisud winner was an outstanding young Brazilian boy, Tiago Brito, who finished with six first places, a third and a fifth, totaling 14 points — ten points ahead of the next best youngster. The silver medal went to Chile's own Francisco Ducasse, who boasted two first places, two seconds, two thirds and an eighth. Bronze went to the only European competitor, Diego Pereira, who had traveled alone from Portugal to Chile. Diego's efforts were well served with a tremendous performance finishing only five points behind Francisco.

The person in the 162nd position accumulated 411 points, and I calculated 2.45 being the average point difference between each competitor. If one does the same calculation to establish the average point difference between the first 100 finishers, the answer is 1.35. This indicates the high standard of all competitors, especially the top hundred.

An aspect worth investigating, after analyzing the overall results of the three principal regions that the competitors came from, i.e. North America, the Caribbean islands and continental South America, was how the sailors from the Caribbean performed in relation to their counterparts.

Within the top 100 finishers, I took the results of each race in which there were 11 islanders and worked out, using their actual results, how each of the islanders would have fared had they competed on each of the other teams. All would have placed first in the Mexican team had they been competing in that team individually. Justina Pacheco of the Dominican Republic would have placed first in the following teams: Ecuador, Peru, Uruguay, Venezuela, Bermuda, Canada and Mexico. Odile Van Aanholt of Curaçao would have placed first in the following teams: Ecuador, Venezuela, Bermuda, Canada and Mexico.

One thing also clearly indicated is that ten out of these 11 islanders would have qualified for all other country teams, with the 11th only missing out from one team, Argentina.

When one considers the high standard of the above results, I believe that those clubs and families who enable and train our Caribbean youth sailors to such a high level should be proud of their performances. I encourage these youngsters to return to their respective islands and promote the benefits of attending these well-organized large regattas, as the experience and the benefits are invaluable. Even little islands have great potential in this sport.

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Pride Goeth Before Bluff in 28-Foot Class

by Orbin Ollivierre

De old people say, time an' tide wait on no man. Is de 11th June an' ah sittin' at de Mangrove Bar and Restaurant on de beach in Canouan. Yes, is de Canouan Whitsuntide Regatta an' we here after ah long but good sail down from Bequia. We



PHOTOS (2) ELAINE OLLIVIERRE

Left: Confusion and Double Bluff in the first race of the series

Right: The 16-foot class preparing for a traditional Grenadines beach start



sittin' killin' ah few an' gaffin' or shootin' de breeze as dem old people say an' watchin' de model boat race. Boy, dem t'ing does go to de wind but yo' ha' fo' get ah lot ah energy. First yo' ha' fo' get ah boat wid ah motor an' den de man wid de energy because every time yo' want fo' tack yo' boat, dat man ha' fo' jump out, tack de boat an' jump in again. So, if yo' short tackin, drink plenty V8! Lucky t'ing dem racin' in de bay an' no big shark fo' pick up dem scent. Tomorrow is our day so I go' retire an' hit de sack because I go' be sailin' an' ah sure ah go' be tackin' in me sleep.

Sunday is here. Ah count 14 double-enders, sails set on de sand an' four Sunfish. I ain't know if all ah dem sailin' because dem man does enter dem boat, collect dem T-shirt, set dem sail but race does start an' yo' still seein' de sails on de sand. We go' see! De breeze good, de water smooth. We got two races today, courses change from last year: first race ah sausage outside de bay, straight down an' up an' finish.

Eleven o'clock an' we ready fo' go. Small ones first. Ah can't say ah double-ender regatta no more. We go' say anyt'ing dat sail. We got four 28-footers: *Bequia Pride*, *Double Bluff*, *Confusion* an' *Skyler*. In de 18-foot is *Worries* an' de *Nerissas 1* an' *2*, an' seven others in de smaller classes. De big boys start last, I in *Double Bluff* as captain, de first time fo' ah long time!

On de downwind leg, we round de lee mark an' headin' upwind. As ah mek me first tack an' sheet in de jib only to find out de jib sheet pullin' inside de inner riggin' an' we can't get it come in. Yo' see, on de way down, we goose out, wing an' wing an' one ah de jib sheet come out de block an' trailin' overboard. So ah tell dem fo' get it an' reeve it back but ah ain't check which way he pass it. So ah had fo' tack back an' pass it right dis time. By dat time, *Bequia Pride* an' *Confusion* done catch up wid me. De course short but we still fight an' mek de second place: we catch *Confusion* but not *Bequia Pride*.

Second race on Sunday, ah triangle outside de bay. Race start an' ah notice de boat just goin' out wid de markers an' fo' tell de truth, dey ain't so fast. We doin'

two laps; small boats doin' one. We headin' out northwest wey we t'ink de mark should be but dem big boat on ah draw is very fast. When we reach wey we know de mark should be — NO MARK! So we turn back headin' fo' de other mark. When we look south, we see de mark boat but it break down driftin'. So, as he see we comin', he drop de mark an', poor fella, he start fo' pull an' ah don't t'ink he had ah cell phone or ah radio but if he got good sight, he go' see land! *Double Bluff* in de lead on de first round, *Bequia Pride* trailin' wid *Skyler* on she tail. *Confusion* had ah dispute wid *Bequia Pride* in de first race. De race officer had he say an' *Confusion* ain't like it so he decide he done wid dat an' he goin' home. So only de three ah we on de track. *Double Bluff* round de lee mark still ahead but *Bequia Pride* pointin' higher dan me. On de second leg, ah still round de lee mark first. But on de last beat up, de wind start fo' get ah' bit puff-puff an' ah got up me big jib. One puff hit me an' leave. Me trapeze men not fast enough, all three ah dem in de water. Dem so deep in, dey bring about de boat. Ah wonder if ah could call dat bad luck or what! *Bequia Pride* finish ahead by ah boat length. *Skyler* gone shore because she do de wrong course.

Monday is here. Mornin' lookin' fair to fine, ah few puff hittin' 18 knots or so. Good fo' me an' today is one race, long course. Eleven o'clock we start out to de mark an' downwind as we approachin' Glossy ah little squall an' rain come down. An' we wing an' wing goin' west. Ah sure we touchin' 15 knots but not fo' long. It blow off an' we

headin' fo' Cat'olic Rock, I ahead ah *Skyler*, an' *Bequia Pride* in third position. Upwind we goin' an' ah pointin' good. Ah change me jib an' put on me smaller one after de race yesterday. As ah get by Mayreau Point, ah hear somet'in' crack den BAM! Me jib sheet fly an' de jib sheet track break. We had fo' tack an' jerry it somehow before we could tack back fo' pass south ah Mayreau Baleine, den tack north an' up to Friendship. Around de upwind mark, ah still in front. We round de mark an' downwind to Glossy, *Bequia Pride* about two minutes behind. As we get in de lee, de wind leave we which we expected but like my trapeze man ain't know dat because de wind throw de boom on de other side an' he in de water, kill de shoot ah de boat an' we dead in de calm! Well, dey say three strikes an' out. Ah ain't callin' dis one bad luck, no sir, dat is bad crewin'. Ah know de sun hot but dem trapeze men dippin' in at de wrong time fo' de wrong reason. It remind me ah de days ah use to go up north wid *Skywave*. She was ah 45-foot gaff rig, no engine, an' when yo' get under Guadeloupe an' Dominica, yo' slammin' fo' days in de lee. Yo' weary pray before yo' get out. Well, dis was only fo' about five minutes but God, it feel like days! *Bequia Pride* come past we stand up dey, an' gone 'bout she business. At last we get out but *Bequia Pride* way ahead to de finish. Is ah good t'ing *Skyler* was ah way back. We finish second, not good enough. Ah could ah swear we had dat one in de bag but old people say, never count yo' chicken till dey hatch!

As fo' *Bequia Pride*, she been settin' long enough. As fo' me in *Double Bluff*, next time ah go' get ah priest fo' baptize dem trapeze men on de shore. Dat might stop dem dippin' out dey. Fo' *Skyler*, well, different strokes fo' different blokes. Fo' *Confusion*, no comment, check de name.

We had three days ah good weather an' good sailin'. Next stop Carriacou.

Boatbuilder, racer and fisherman Orbin Ollivierre is the Commodore of the Bequia Sailing Club.

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A Brief History of the Carriacou Kids' Sailing Club

by Jim Hutchinson

I'd say Genevy aboard *Sanctus* started it. Her son, Michel, was sailing his dinghy around Tyrrel Bay all alone unless John Smith or I happened to be out. We weren't the only sailing dinghies in the bay, and Loïc, with his blue lugsail, was here. But the other sailing dinghies were on deck or moving around under oar or outboard, some with a sailing rig stowed somewhere. So Genevy organized a kids' sailing event. To flush out the rigs and flesh out the fleet it was open to kids of all ages. We wound up being a regatta of 12. As I recall, the prizes were candy bars and everybody won. That was the summer of '02.

Genevy and Dominique also have the *Sea Rose*, a floating metal shop, which has long been a valued part of Carriacou's infrastructure. Not only does the *Sea*

Rose attract yachts needing aluminum and stainless work, Dominique fixes things for local fishermen that yachts would throw away, along with making repairs to the aluminum high-speed ferries that connect this tri-island country of Grenada. Thus, Genevy was still there on my next visit to Carriacou. And also Ted aboard *Steel Eye*. And there was now a small fleet of hand-me-down Opti-like boats donated by Peake's in Trinidad. The villages of Hillsborough and Windward each got a small fleet too. A donated fleet is a start, but it takes such as Genevy and Ted to make it a kids' sailing club. Each had his or her own kids in it.

Ted and his family were an example of how family cruising should be. But *Steel Eye* was beginning to settle in here, which is an eventual part of the process. Ted rented a small shop on the beach and made

(among other things) colorful little model houses as a souvenir item. The club boats were kept in the yard with the sailing rigs stowed under the shop. Dominique made a handcart to carry the boats across the street to the beach.

This began what might be called the glory years of the club... or perhaps chaos. *Steel Eye* was well known. Vessels stopping in Tyrrel Bay would see her, ask about Ted, maybe linger, maybe help, maybe use the boats. People visiting Carriacou ashore also used the boats now and then. Some needed lessons, some didn't. Saturday kids' sailing included whoever showed up. For a while several boats were left on the beach so that better sailors, dispatched by Ted, could sail independently. Several rude kids ended that.

—Continued on next page

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Photo: Stephen Dallas Costa

—Continued from previous page

My main involvement with the club began around "Fun Day" (January '06), in which the kids charged all day long through an energetic assortment of beach, water, and boat games, ending with a boat-to-boat water fight. I continued through the "Unusual Events Day" (October '08) in which the kids capsized and self-rescued then sailed three courses, one without the daggerboard, one without the rudder, and one with the sail "scandalized" (without the sprit).

There were other events, the dinghy race at Carriacou Regatta, some exchange with the Grenada kids' sailing club, and Ted and some of the club kids got involved in the Grenada swimming programs. Kids aboard transient yachts often joined the sailing.

Andy and Petra at In Stitches, the local sail/canvas shop, donated sail repairs. Several local shops donated refreshments or prizes for sailing events. A volunteer of particular note was Roland of *M'Lady Kathleen*, a seasonal visitor, a dedicated and patient helper at Saturday sailing. His wife, Kathleen, was helping at the school library. Somewhere along the way the club inherited four more prams in rough condition and two GP-14s in wreck condition. Along came Andy and Liz who, during their four-month stay, made an operational GP-14 out of what was left of the two. Liz had a way with the kids on the days that she ran the sailing.

Having the GP-14 gave Ted a boat to use for crew training. But Ted's life was changing and he had to move back to England. I was still a come-and-go visitor not willing to be tied down. A local sailor took over for a while, but he had other things to do. The club ground to a stop, the GP-14 sails got torn, and the lease where the clubhouse and boats were expired.

Along came Teena. She had a kid in the club and thought that what it was doing for him was worth doing — for her son and for the other kids. So she took over. I helped her pick up the pieces and move to a new location then sailed away for nearly a year.

When I came back, Teena was still running the club with occasional help from Patsy, another of the parents. Only a couple of kids from the Ted days had come back, the new kids were beginning sailors. There were fewer kids but better organized — much less chaotic.

Teena is a single mom of two who has to work to get by, plus lives at the far end of the island from the club. And she also teaches kids' swimming. Moreover, the club has no formal funding. Covering rent and expenses

is by donations, and maintenance of boats and rigs and help on sailing days are volunteer jobs. Mostly that has been in short supply.

Several bits of good fortune came along: a donation to cover the rent, and Jim and Ellen of the yacht *Boldly Go*. Ellen is a hot dinghy racer and good with the kids. And the kids wanted to learn what she had to teach. That went on for months then *Boldly Go* boldly went.

Meanwhile Teena had learned to sail and was coaching the beginners. Her son Kaya, one of the hottest sailors in the club, was beginning to warm up to coaching. Those who were sailors took the beginners out in the morning, then the better sailors (if they remembered their drinking water and lunch) did an afternoon sail farther out or in the mangroves.

The fleet's escort is one or two other sailing dinghies unless a volunteer yacht dinghy volunteers. This has led to some interesting nautical situations. For boat repairs on the water, I sail alongside and "Roman ride" both boats long enough to see the problem and decide what next. Several times I've had to tow one in under manpower. To add a lesson not offered in a power-rescued fleet, Kaya, whose dinghy only sails, had to tow me in when I broke a mast. And it was a right lively day on the bay, gusts to the high side of 20 knots. Arkim, one of the other hot sailors, escorted us home sailing circles around us on all points of sail. Arkim talked one of the other kids into letting him tow their boat on the next sailing day so he would be ready to tow, too. This has nothing to do with racing, though the fleet does race in the annual Carriacou Regatta. Carriacou is a small tropical island and these kids will be using its waters in many ways. All of the kids are swimmers, some are nearly fish. Racing is but a small part of seamanship.

Still, a note should be made about sailing a fleet of boats not capable of operation under manpower without a motor escort... aside from the question of whether a motor vessel also needs an escort. Without an escort the fleet needs to be kept within hailing distance

of shore. With a sailing or manpowered escort the fleet can do most of the bay and the mangroves... though that's a long way to tow a disabled boat home under manpower. Powered escorts have other advantages including — for volunteers who are so inclined — carrying beginning sailors to watch more experienced sailors. But the basic need is a safety escort. The backup for the safety escort, as well as the fleet, is the other vessels on the water. Beyond the anchorage the final safety net is the fishermen.

I've seen the flourish and flounder of several local



'When you see a kids' sailing club, see what you can do to help them along'

kids' sailing clubs in these islands. The flourish phase always features a dedicated individual who is there and makes it happen — the late Mackie Simmons of Bequia, Max Goldhill of Windward, Ted Tuson of Harvey Vale. When they leave, the club founders until the next motivated individual makes it work again. For the Carriacou Junior Sailing Club, now it is Teena Marie's turn.

There are many ways to give your title and lend a hand as you cruise hither and yon. Books for kids are great — if they are appropriate to and get into the hands of those who will read them. Computer skills will be a necessary part of the future, along with money-managing skills. But I regard giving kids an anchor in reality as being equally important to Earth's future. So when you see a kids' sailing club in your travels, see what you can do to help them along.

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MAGICAL MAYREAU

by Rosie Burr

Mayreau is a tiny island that is part of the country of St. Vincent & the Grenadines. It has one road, one small village, no police or doctors and has only recently (2002) installed a generator for electricity. Instead of advanced infrastructure you will find picture-perfect beaches and amazing views of the Tobago Cays on perhaps one of the few remaining "untouched" islands in the Caribbean. Early settlers were the Ciboney people and then the Caribs. In the 1700s the French

people are friendly and welcoming, making their living now more and more from tourism, the few remaining fishermen selling to the local restaurants and visiting boats. One day while a small group of us visiting sailors were trying to find a place to watch the World Cup football, Dennis from Dennis' Hideaway invited all eight of us into his home and supplied ice-cold beer while we invaded his living room. If that's not hospitality at its best, I don't know what is. The small picturesque Catholic Church standing on the crest of the hill where the goats roam freely is not only enchanting but affords some of the best panoramic views of the Tobago Cays.

Walking down the hill on the other side towards Saline Bay is Robert's 'Righteous and the Youths' restaurant. His quirky restaurant is a funky place to hang out and have a cold beer while nibbling on delicious curried conch.

Saline Bay is a wonderful wide anchorage with yet another gorgeous, palm-lined beach. On cruise ship days locals come down to the beach and sell T-shirts and sarongs, and picnic tables set amongst the trees are used by the cruise ship passengers by day, but in the evening the beach is deserted and a perfect place to hold a cruisers' potluck. Snorkeling is good both to the north and the south of the bay with large boulders, vase coral and sea fans making for an interesting snorkel with colorful reef fish. Off the beach by the long dock is a path that leads across the salt pond (from which both Salt Whistle Bay and Saline Bay got their names) to a long stretch of beach on the windward side. Here you can comb the beach for sea beans or in settled conditions bring your own boat



Left to right: Lambs on the hill, Salt Whistle Bay anchorage, and a cruisers' potluck at Saline Bay



Clockwise from left: Righteous and the Youths restaurant, Mayreau's Catholic Church (inset: stained glass in the church), and the anchorage at Saline Bay with Union Island in the background



settled on the island, and despite the signing of the Treaty of Paris in 1763 in which the islands of St. Vincent and the Grenadines were given up to the British, the privately owned Mayreau remained in French hands. At the end of the 18th century, the export of cotton provided an income to six European residents and their 66 slaves. Following the abolition of slavery in the 1800s, the slaves' descendants were given land on which to build homes and they cultivated cotton and other crops. With the exception of the village on the hill, Mayreau has remained privately owned ever since.

Salt Whistle Bay is a stunning anchorage with its curving beach and gently lapping shores. The cool breezes of the Atlantic sweep across a small spit of land just a stone's throw wide with palm trees punctuating the view. The unobtrusive Salt Whistle Bay Resort is quietly nestled in a corner. Up the only road, the small village of Old Wall is located on the top of the hill. With a population of around 250, the

around and anchor in Windward Bay. The seabed is covered with starfish and good snorkeling can be found at the entrance to the bay and to the east. Windward Bay is part of the Tobago Cays National Park so fishing here is prohibited.

Mayreau, as yet relatively unaffected by development, is one of the few islands that still hold their original Caribbean charm. If you are looking for lazy days on the beach, a good place to swim and snorkel, and friendly people on an island with a truly Caribbean feel, then visit Mayreau, but don't tell everyone about it or you will spoil its magic.

Rosie Burr and Sim Hoggarth are cruising the Caribbean aboard their Corbin 39, Alianna. They have traveled through 23 countries and more than 12,000 miles in six years. Visit their blog at www.yacht.alianna.co.uk.

See Part One of 'Get Away to Guyana' in last month's issue of Compass for a general introduction to Guyana and directions for navigating up the Essequibo River.

CHECKING IN AT BARTICA

Immigration comes under the Police, and you need to go to the police station on First Avenue upon arrival (open Monday to Friday). When you are done there, Customs is 40 metres away around the corner. No charge at Immigration, a small charge (about US\$15) at Customs per yacht. You do not pre-apply for visas: three-month visas are obtained from Immigration when you check in at Bartica.

Note: "Avenues" in Bartica run parallel to the Essequibo River, with First Avenue being the closest to the water's edge, and "streets" run parallel to the Mazaruni River, also starting from the water's edge.

RENEWAL OF VISAS

For renewal after a three-month visa you have to go to Georgetown, where you need to do the following:

- Draw up an affidavit stating why you want to stay longer
- Obtain a bank statement
- Make copies of the identification page and all the stamped pages in your passport
- Take the affidavit to a Commissioner of Oaths (there is one in Bartica on First Avenue and several in the vicinity of the Ministry of Home Affairs in Georgetown), where the Commissioner will draw up a separate affidavit on his/her letterhead.
- Take the sworn affidavit, bank statement and copies of passport pages to the Ministry of Home Affairs, which you will find in Brickdam Road, Georgetown. (Make sure you have copies of your own and let them stamp and sign your copy.)

You will be told to come back/phone after two weeks. DONT. Phone after five weeks and you may still not have the necessary approved extension.

If you want to leave before your visa extension comes through, take your copy that was signed by the Home Affairs Official in Georgetown to the Immigration Officer in Bartica and check out.

Take note that you may or may not hear from the authorities for several weeks — but as you have applied for renewal you will be considered legal.

CHECKING OUT

When checking out, first go to Immigration (police station in Bartica) who will stamp your passports out and then accompany you to Customs, where you will be required to pay a checking out fee of G\$2,500 per yacht (US\$12.50).

Make sure you dress in long trousers, shoes and shirt for men and "non-threatening" dress for women when dealing with officials (no spaghetti straps, boob tubes, halter-necks or shorts allowed inside the official buildings). Ensure that you have your usual boat documents and previous port clearance with you.

MONEY MATTERS

As this issue of *Compass* goes to press, there are 206 Guyanese dollars to the US dollar. It's easy to think of G\$200 as US\$1.

Scotia Bank is situated on Second Avenue (round the corner from the flea-market alley on Fifth Street) and you will find a 24/7/365 ATM here that accepts Visa, Master, Maestro and Cirrus, where you can withdraw up to G\$30,000 (US\$145) per transaction (your daily withdrawal balance depends on your arrangement with your bank back home). The ATM fee for each withdrawal transaction (November 2010) is G\$200. If you wish to draw larger amounts, you can do so at one of the tellers inside the banking hall. Travellers' cheques may also be cashed at Scotia Bank, but at a varying charge and taking quite a while to process.

Shops only take cash. Debit/credit card transactions can only be effected in a few shops and hotels in Georgetown.



GET AWAY TO GUYANA!

Part Two: Logistics in Bartica for Cruisers

by Peter Ward

Be sure to take a side trip to Georgetown, where the huge 1881-built Stabroek Market has everything

TRANSPORT

If you want to go "inland" take a mini bus taxi for G\$200 per person for a one-way trip. To travel between Bartica, Hurakabra, Joyce's Little Almanac and Baganara, use your own boat as water taxis' fees are exorbitant for short distances, especially for tourists.

If you need to go to Georgetown there are four options: by road (not recommended); by air (very expensive); by slow passenger and car ferry (recommended, but only if you intend to stay overnight); and by water taxi (recommended).

When using the two recommended modes of transport there are two stages in the journey to Georgetown: the first is from Bartica Stelling to Parika Stelling and takes either an hour and a half or more than four, depending on your choice of transport. The second leg takes you from Parika Stelling to Georgetown, which takes another hour or two.

SLOW FERRY FROM BARTICA TO PARIKA

The slow ferry leaves the Bartica Stelling at 0600 hours on published ferry days and arrives at the Parika Stelling at 1130 hours. The one-way cost (November 2010) is G\$500 per passenger. Ferry days are published at the Bartica Stelling. The disadvantage of taking the slow ferry is that you will have to overnight in Georgetown, due to time constraints.

WATER TAXI FROM BARTICA TO PARIKA

Water taxis depart from the Bartica Stelling to Parika Stelling almost every 40 minutes from 0700 to 1100 hours, and less frequently during the rest of the day (leaving as soon as the boat is full) and the cost in 2010 was G\$2,000 per person (one way). You do not need to buy tickets — just look out for a boat that is filling up, confirm with the driver that it is going to Parika, get in and find a seat. Your money will be collected during the trip, which takes about an hour and a half.

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PARIKA TO GEORGETOWN

From Parika Stelling you can take either a minibus taxi (G\$500 per person) all the way to Georgetown (two hours), or a minibus taxi (G\$200 per person) to the next Stelling and then take a fast ferry to Georgetown (G\$200 per person, time one hour), or you can take a private sedan taxi from the Parika Stelling to a specific destination in Georgetown for G\$4000 (up to four people, time an hour and a quarter).



SALLY ERDLE

The only place in the Bartica area to offer WiFi is the cruiser-friendly Baganara Resort

Travelling in Georgetown or Bartica will cost you G\$300 to G\$500 per drop-off. If you want to return to Bartica on the same day, ensure that you are at the Parika Stelling by 1530 hours, as the last water taxi back to Bartica departs Parika at 1600 sharp!

COMMUNICATIONS

• Faxes: There is a little gift shop in Second Avenue (Bartica) that could send international faxes (in attendance from 0730 to 1130 hours).
• Mobile phones: There are two network providers: Digicel and GTT. We walked into Digicel (First Avenue, directly across from the entrance to Kool Breezes), where the manager first told us we could not use our Nokias as "they were locked". We politely asked that they put in a Digicel SIM card and, lo and behold, it worked. So, we immediately got hooked up with no hassles whatsoever.

Other cruisers can use their mobile e-mail connections with no hassle. We are not that advanced in technology!

• WiFi: This proves to be a challenge in the Bartica area. You can only receive WiFi when anchored off the Baganara Resort, and only when they are switched on. There was no WiFi connection in Bartica. However, most hotels in Georgetown do have free WiFi access.

• Internet: There are a few internet shops in Bartica. We favoured the Brazilian one situated on the corner of First Avenue and Sixth Street, across from the first filling station, simply because it is the most professionally run. (You pay an average of US\$1.00 for 15 minutes of internet time.)

• Post Office: The post office is situated around the corner from the police station, in Third Street and about ten metres from the Bartica Stelling.

SPARES, REPAIRS, MAINTENANCE AND SERVICES FOR YACHTIES

These are non-existent except for Yamaha outboards; enquire at Kool Breezes for the name and number of the Yamaha mechanic.

There are a number of hardware and general dealer stores in Bartica where you will find stuff like hoses, sandpaper and varnish. People are generally willing to help but do not specialize in yachting.

There are no haul-out facilities for yachts in the country.

Also note that one week in Guyana actually could mean three or five weeks (i.e. if you are told to expect a part in one week's time, don't hold your breath!)

FUEL AND LPG

Diesel and petrol are available in Bartica at Texaco and petrol (only) at Guyoil; the filling stations are adjacent to each other on First Avenue, and conveniently situated on the water's edge.

There is also a refuelling jetty, only accessible by dinghy unless you have a zero draft, in front of the Bartica beach, which is situated at the confluence of the Mazaruni and Essequibo rivers.

LPG/propane cooking gas refills can be a problem and you should arrive with all your cylinders completely full. European bottles seem to be okay, and some types of US, but South African and Brazilian types cannot be refilled. All refilling is done in



THOMAS HOPMAN

Water taxis depart from the Bartica Stelling almost every 40 minutes, bound for Parika. They leave whenever they are full

the capital, and it will be at least a few days before your bottles are returned. The shop dealing with this is Ryan's General Store, the hardware store on First Avenue. If you have to convert to a Guyana bottle, almost every shop sells full bottles retail, but you have to have an empty to start the first transaction!

LAUNDRY

Nada! We did not encounter anybody offering a laundry service in Bartica.

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MEDICAL SERVICES

There is a hospital in Bartica, where you can get free treatment for basic ailments. A dentist visits Bartica every couple of days and operates out of the Peoples Pharmacy on Second Avenue.

If you need to replenish prescription drugs, Mr. Knight is the local pharmacist in Bartica. Note that some medication is not available in Guyana.

A General Practitioner, Dr. Sagala (see telephone numbers below), practices from his house on Fifth Avenue. Ask any taxi driver to drop you off.

For serious ailments, you need to go to Georgetown.

WATER

Do not drink tap water! Water is sold in 20-litre bottles at numerous stores in First Avenue. If you need to replenish your boat's water tanks, speak to Bernhard (see telephone number below).

COMPUTERS

If you need repairs to any computer equipment, we strongly advise against using the "local computer specialists". Rather, take your computer to Computers & Controls, 62 Hadfield Street, Georgetown, where you will find an HP accredited agent (see phone number below).

SHOPPING

Take note that although Guyana is supposed to follow the metric system, nobody (except Atkinson's in Bartica and Nigel's and Bounty in Georgetown) measures goods in kilograms. For the rest, all goods are measured in "pongs", which is the Guyanese/Caribbean way of pronouncing pounds (1 pong = roughly 500 grams). If you buy a length, you have to ask for a yard and not a metre. If you buy loose rice, you need to ask for a pint of rice!

Also note: you will not find much lamb or mutton in Guyana, and pork can only be purchased in Georgetown. In Bartica you can buy chicken, beef and fish.

LOCAL, REGIONAL AND INTERNATIONAL TRAVELLING

The international airport is situated in Georgetown and regular flights depart for New York (JFK), the Caribbean islands and Canada. All regional and international flights are directed via these routes.

There are buses that go to Boa Vista in Brazil, but these are taken at your own peril. You can arrange to fly from Baganara Resort to the spectacular Kaieteur Waterfall. This can be arranged with the resort manager and a return flight costs around US\$300 per person (November 2010).

If you want to overnight in Georgetown, we found the Sleep Inn on Brickdam Road the best value for money for various reasons: centrally situated, free breakfast, free WiFi, clean, air conditioned, pool, gym, choice of self-contained rooms, rooms with fridges, rooms without fridges (US\$55 per room in 2010).

USEFUL CONTACTS AND TELEPHONE NUMBERS

Guyana's dialling code is +592.

- Police: 911
- General Practitioner (Bartica): Dr Sagala: 455-2299 / 652-1212 / 653-3241
- Roed-en-Rust (Cleo da Silva): 610-1405
- Baganara Resort (Kurt or Lincoln): 691-0427
- Hurakabra (Kit or Gem Nascimento): 640-4497

Kit Nascimento is a "Mr. Fixit" in terms of any government hassles you may encounter, and is passionately interested in increasing the cruising community's interest in Guyana.

- Joyce Davis (American resident on Mazaruni side): 680-2152
- Bernhard and Sharmilla (German/Guyanese residents just upstream from Baganara, on the Essequibo): 650-6479
- Computers & Controls (Trevor Meredith): 623-8510
- Atkinson's Trading (Tracey Atkinson): 602-8716
- Sleep Inn on Brickdam Road, Georgetown: 231-7667

Conclusion

All in all, we found Guyana to be totally different from any other destination we've visited and well worth the effort of navigating the rivers. The people are generally good, honest and genuinely friendly, and are definitely not "spoiled" by swarms of yachties or other tourists.

In our five months on the Essequibo, there have been only seven other cruising yachts coming or going, most of us being here for a couple or more months. We formed a mini "United Nations", with South Africans, Brits, Germans, Argentines, Irish, Belgians and Hondurans, and a quick visit from some Americans. The small number of boats engendered far more camaraderie than in crowded anchorages, with friendships formed and expertise shared, without getting in each other's hair. Anchoring closer than 200 metres to another boat here is considered an invasion of privacy!

Would we come again? That's a little difficult to answer as we missed out French Guiana and Suriname, and if we ever come this way again, we should explore them rather than come back into a comfort zone. Do we regret coming? That's easy. Not at all.



On the way up the Essequibo River to Bartica, you can spot reggae star Eddy Grant's private-island vacation home. He was born in Guyana

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767-448-2705

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Grenada Marine:
473-443-1667
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473-439-2049

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Inboard Diesel Svcs:
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St. Croix:
St. Croix Marine:
340-773-0289

St. John:
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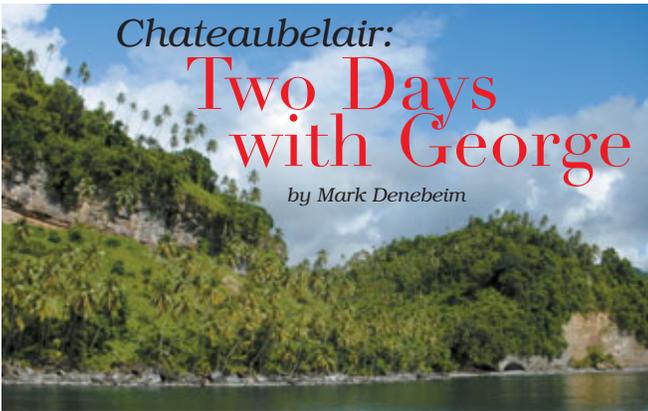
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Chateaubelair: Two Days with George

by Mark Denebeim



MARK DENEBEIM

The dramatic northwest St. Vincent coastline

I first met George Small when slowly checking out the rugged cliffs of the northwest St. Vincent coastline on my Island Spirit 37 catamaran, *Sanctuary*, late one afternoon in May. After a raucous, swift 34-mile romp in 25-knot winds from St. Lucia's Pitons, I was admiring and photographing landfall in the bay of Chateaubelair. Once thought of as a rough-and-tumble kind of stop for cruisers, I had heard it had improved and wanted to check it out for myself.

That's when I met George, a 16-year-old boy who paddled out in his bright orange one-man kayak and hailed me to stop and talk to him. "Too fast, too fast!" he declared while trying to catch up, feverishly thrashing his paddle through the water. I slowed the boat and allowed him to come alongside.

He offered the same services all the "boat boys" generally offer and I decided, what the heck, let's see what George can do. He tied his craft to the stern cleat and took a seat on *Sanctuary's* aft bench.

"I want to go to Dark View Falls today. Can you take me there?" I asked as we completed our drive-by in front of the Customs officer, who returned our waves. "Sure thing," he replied.

We anchored in 16 feet on a black-sand bottom and went to see Customs, pulling the dinghy up the sand and rock beach since the dock is too high for small boats. Customs is a smooth operation in the officer's apartment, but beware that the receipt for your EC\$35 per person permit must be entered in the computer by 1600 hours or a flat EC\$35 overtime charge will be levied. (I found out the hard way, arriving just before 1600 but the receipt was stamped 1620, doubling my fee!)

George sat with us through the entire procedure and then led me out back and up the street towards the Dark View Falls. We passed a few of his friends who yelled out greetings until we stopped to chat with a group of his cousins and two girls his age braiding hair on the roadside stone wall. He did most of the talking and we continued on. "You know that lady who just said she wants to be your wife?" he asked, referring to a short little tease. "She said you should give her some rum for her birthday, too." I had already told her that she would have to get in the long line for my hand.

We came across a long bamboo-and-steel cable suspension bridge spanning an attractive boulder- and rock-spotted river and captured some digital images. A few minutes later we found the concrete bridge another 100 metres farther up the river, built for the faint of heart, and for everyone else when it's raining.

After about 20 minutes of walking, the entry gate was in sight, with a small truck parked in front of the closed gate. I asked if the truck being there indicated the site

was still open, even though it was 30 minutes past the 1700 closing time. "That truck is there because of the ganja growers," George replied as we slid around the fence and traversed the compact bamboo-framed meadow to the falls. It is no secret that St. Vincent's largest cash export is ganja and smallish farms are located all over the country, but more often near a source with an infinite water supply.

When we walked up the road to get to the falls, several men and women were brandishing knives and machetes and I mentioned this to George. "They are for cutting fruit," he assured me.

We stood on the observation deck for a moment and I handed him a peanut-butter granola bar. Then George asked me if I had "anything old on the boat" that I didn't want anymore. "Like what?" I asked. "Like a telephone that gets the internet so I can see when my class schedule changes." "Sorry," I replied. "My phone talks and listens; that's it!" Changing the subject I asked, "So why do they call them the Dark View Falls?" "I don't know," he admitted quickly. I suggested he find out if he was going to take people here on tours.

I jumped into the pool beneath the falls and cooled down in the 93-degree heat. We took some more pictures and started back down.

We finished our stroll back at the Beach Front restaurant where my dinghy was parked nearby. I ordered a beef roti and a beer, bought George a VitaMalt and paid him for being a great guide. I asked him to come by the boat in the morning at 0900 so I could swim around Chateaubelair Island.

The next morning at 0800 George showed up in his orange kayak wearing a life vest. He said the vest was the law. I asked him to come back later but George warned me that I would die if I attempted the circumnavigation. Instead I ended up swimming the half-mile to the north end of the bay and back while he trailed behind in the kayak.

Very nearby *Sanctuary*, I found an abandoned fish trap full of snapper. I snorkeled down and picked up the trap and handed it to George, asking if he knew who it belonged to. George said no. We hauled the trap up on *Sanctuary's* sugar scoop and he emptied it of edible fish, then paddled his loot back to shore to his aunt's house where he lived. I attached a big plastic bottle to the trap so that he, or the original owner, could find it again easily. George remarked that he would check it every other



GEORGE SMALL

George snapped my portrait on the observation platform at Dark View Falls

day. Just then, he realized he had ripped his pants while messing with the fish trap, so I gave him a pair of shorts with a drawstring, hoping they would somehow fit. He thanked me and asked when I would be back to visit — or could I stay another day?

The Dark View Falls are worth the stopover in Chateaubelair, and when you meet George tell him that Captain Mark sent you; it will surely put a smile on his face when you do!

Captain Mark Denebeim offers charters and is writing articles and his memoirs aboard Sanctuary throughout the Caribbean.

For more information visit www.oceanbreezetours.com.

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The Legacy Of Cousteau Discovering Bonaire's Submarine World in the Strangest Vessel Ever Seen

by Lena Padukova

Arriving at Bonaire after an eventful three-day sail from Grenada, quite exhausted by the dead calm that inevitably follows an engine breakdown, we promptly picked up a mooring as anchoring is prohibited everywhere off the island, and fell asleep faster than any of us could say "Customs and Immigration". The next day was assigned to clearing in, reconnoitring, and shock-treating land-sickness with local brews in the first best waterhole of colourful and steaming hot Kralendijk.

As we took our dinghy to the marina nearby, hoping to find the authorities' office, or at least to be pointed in the right direction, we saw something very peculiar. A tall, white structure, somewhat resembling a part of a bridge, or a futuristic superstructure, emerged as we approached the marina. When we turned the corner and got an unobstructed look at the structure that turned out to be some kind of mast, both of us made a loud exclamation simultaneously: we had never seen anything like this. And what was it, anyway?

By the pontoon, a vessel was moored. For it was surely a vessel. But was this a war-boat, or an alien craft, or something borrowed from *Waterworld* (yes, the Kevin Costner movie from 1995, surely worth watching during that long anchor watch off the volcanic Antilles)? We stared as we passed the trimaran, and speculated, guessed and traded theories all day, trying to figure out what it was. We looked it up, we picked up brochures, we checked the Internet. It soon turned out that this boat did not just have an unusual exterior, it had a tremendous past.

Jacques Cousteau, the legendary icon of underwater exploration and research, frequented the world's waters from the 1930s until his death in 1997. Captain Cousteau was the inventor and co-developer of the aqualung, thus starting an innovative new era in submarine studies and diving. As a part of his research of the underwater world, one of his interest areas was the diverse and beautiful underwater world of the Caribbean. He worked together with a large team of people, and one of them was a genius architect and discoverer, Jacques Rougerie.

To study the underwater world, one needs a boat. Not any boat; it needed to be sturdy, have ample space for crew, equipment and supplies, and, most importantly, have observation possibilities below the waterline to facilitate underwater research. Ideally, the bottom should have windows — or be completely transparent. But is it possible to combine it all?

Cousteau's friend Rougerie designed *Aquaspace* in 1978, the building process taking four years. It was engaged in underwater research projects in the Caribbean until



Action on deck, anticipating approach to Klein Bonaire

Top right: The futuristic trimaran *Aquaspace*, moored at the entrance to Harbour Village Marina
Inset: *Aquaspace* from below — her center hull has windows for submarine observation

Right: Observers find the underwater world of Bonaire absolutely enchanting

1989, mostly in the Bahamas, Caicos, and Martinique. The futuristic-looking aluminium trimaran is 66 feet long and weighs 32 tons. Cousteau and Rougerie designed it according to what was required for the research team and also for Cousteau's own very specific wants and needs — for instance, the huge helm is oversized with a reason: it was just high enough for Jacques, a tall guy, to lean comfortably on while he was steering. The cockpit sofa is positioned so one can see through the boat all the way to the front without leaving the helm. And it goes on — more of these details exist throughout the boat, some of them obvious, some of them still mysteries. But today, we have a good guide to uncover them for us.

Captain Dready, known to some as Edwin Sluis, flashes one of his trademark smiles and dives deep into the history of the trimaran while he is preparing to set sail. His long story short — coming to Bonaire from Holland, falling in love with the island, and staying — is not unusual for non-locals living in the ABCs, as the beauty of the islands enchants and captivates easily. Now, being the captain of the boat, he runs a day-charter service, popular with folks who are intrigued by the possibility of doing a half-kilometre-long drift snorkel at a famous turtle-watching spot — without getting wet.

As Edwin and his crew haul in the mooring lines, he tells more about the legacy of Cousteau and Rougerie, the guests listening as voraciously as they devour their free cold drinks. The boat was not only designed to be able to observe underwater life from the inside of the vessel, by means of the glass bottom of the middle hull of the trimaran, but also for diving — regulators have been hanging out free over the sides during the expeditions, and the aft of the boat facilitated the entry and exit from the water. Rougerie is famous for his unusual and futuristic projects, and has some new ones

DIFFERENT BOATS FOR DIFFERENT FOLKS



ALL PHOTOS: SERGEI GRATCHEV

coming up — among others, a virtually indestructible "Noah's Ark" ship (preparing for 2012, it may seem). The concept has been tested in an environment that simulates a wind force of Beaufort 12, with very positive results.

Sails fly up, we're moving westwards. I glance around the cockpit; it's quite different from the GRP boat that I am sailing. There are no fewer than five winches on each side of the hull; the space aft is skillfully used for fitting the table and sofas, as well as a barbecue, icebox, and a large bimini to protect it all from the unforgiving Caribbean sun. Some of the equipment is welded directly onto the hull.

We approach the edge between the dark-blue waters and the turquoise strip just off the coast of Klein Bonaire, all covered with corals and speckled with reef fishes (as I had learned the day before, while spending hours snorkeling there with my crew). The captain announces: "Ladies and gentlemen, we are almost there!" The guests hurry below, past the stylish sitting lounge, to the submarine observation room.

It is bathed in deep turquoise light. On one side, the corals are visible, and the fish flicker around, sometimes coming close to the sides of the boat, peering in like small, mirrored caricatures of the guests peering out. The other side just shows deep water as the island is very steep-to. It's like being in a submarine: the ceiling is low, water's all around us, one can see it rushing by above, and mysterious sights wait ahead.

—Continued on next page

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It's very quiet, except for the shutter sounds from the cameras. Large formations of fish swim by, causing gasps of awe. Someone shouts: "Turtle, turtle!" The heads spin in all directions — and suddenly the turtle's body appears just in front of the observers' faces. They are harder to spot than I thought, for a very obvious reason. While sailing or snorkelling, you are used to seeing them from above, be it off Saba or the Tobago Cays. But here, we see them at eye level. They look like flying saucers, drifting along the boat's hull. Amazing.

The boat does not have an echo sounder, so the captain navigates it solely according to his local knowledge and the colour of the water, and needs to be careful since there are some strong currents and tricky wind changes in this passage. The sail is a furling genoa (the jib is not used nowadays, neither is the big spinnaker), and sailing upwind is almost impossible. There is no boom; the mast is very unconventional, consisting of two mast poles meeting at the top, and is very high considering the length of the boat. It is designed so partly for strength, and partly because Rougerie wanted to leave the submarine observation room spacious, avoiding the through-hull mast design, and attaching the two mast parts along the sides of the hull instead.



ALL PHOTOS: SERGEI GRANTCHER



Rougerie's innovative design still seems futuristic — here, Aquaspace's lounge

Left and below:
Observers find the underwater world of Bonaire absolutely enchanting



Just like a proud father, eager to see how his grown-up child is doing in a far-away land, Rougerie has revisited *Aquaspace* recently, for the first time in 20 years. He was pleased and nostalgic. Captain Dready says — missing the combination of the reefs, the wind, and the boat itself. The trimaran has been refitted, recently spending a year and a half on the hard in Curaçao, receiving aluminium treatment, painting, rewiring, new sails, engine service, upholstery renewal, major clean-up and touch-up, and all the rest of the stuff that a boat that has been cruising the West Indies for decades can possibly dream of. But in the captain's eyes, the renovation is only starting. "A lot is left to do," he says, and hopes to complete most of the work in the summer, since the boat is in full service during the high season.

The guests climb up from the observation room to enjoy the sea air. Fresh fruit and hot snacks are served, and more drinks poured. Soon, for those who found the underwater world inspiring, it's time to submerge themselves as snorkelling gear is distributed along with towels and instructions. We reach Sabadeco, close to Bonaire's shore, and everyone hops in cheerfully. The captain pours some cold carbonated caffeine for himself. I admit to him being impressed by *Aquaspace*, and he exclaims: "You know, it's very nice to sail with it, because everywhere you go, all people look at it, and ask, 'What is this? It's very nice.'"

For all who admire the special looks of this futuristic vessel with a grand history, it's actually possible to book it — the boat's brochure tells about snorkelling cruises and barbecues, and the captain fills in about parties, live bands, and dinners. They can provide anything from a DJ night with a light show on the sail (witnessed by us one night from the marina, quite a sight if you're awake then), to luxurious sunset dinners with oysters and champagne. Accommodation overnight can also be provided; waking up in the submarine room, surrounded by water, is quite an expe-

rience, and since submarines in the Caribbean are not plentiful, it's a great possibility to feel what Cousteau was burning for.

One's quite weary with so many impressions as one comes back, our companions smiling and staring towards the horizon where the capital city's action is, making out the large cruise ship's pink cocktail-drinking microbiota. My thoughts go back to Cousteau — how was life for him and his crew, cruising the Caribbean? Was it all work, or did the boat provide as much pleasure as it does for the visitors nowadays?

I have heard that on his expedition boats, besides the fuel and water tanks, he'd have a huge wine tank with a tap, free for the crew to fill their glasses. They averaged a pint of red wine per day per crewmember — and that keeping in mind that some of them did not drink wine at all. I asked Captain Dready about the location of the tank. The answer was that it did not exist anymore; however, he believed the story could very well be true, as when Rougerie was visiting on board on the ABC islands, Burgundy wine was drunk all the time. So, perhaps, the tank was removed? Or, most possibly, the rumours were about *Calypso*, Cousteau's main ship, a rebuilt minesweeper. Left on *Aquaspace* are five diesel tanks for 2,500 litres of diesel, and

an additional reservoir for 1,500 litres of water. It was important to have a long cruising range, so in addition there was a generator and a watermaker — something extremely sophisticated for that era. Truly, a boat before its time.

The trimaran is approaching Harbour Village Marina. The mooring line is a bit too thick for the cleat, but the crew makes fast skilfully, and today's adventure is over. The captain offers a last smile as we jump onto the pontoon, wave frantically, and wander off into the heat of the afternoon, one experience richer.

Those interested in the legacy of Cousteau have more than a hundred documentaries and more than 50 books to indulge in. Rougerie's fascinating designs span from sea to land to space, and can be seen on www.rougerie.com.

I Catamaran Can Day Chartering in St. Thomas, US Virgin Islands

by Tim Cotroneo



Above: The Cat, Jim Trilling's 54-foot catamaran

Left: Joe 'Captain' Morgan has been at the helm of The Cat for five years

Below: Jim runs excursions for passengers from cruise ships docked at Charlotte Amalie



The sounds of Crosby, Stills, Nash and Young serenade excursion customers as they step aboard *The Cat*, Jim Trilling's pearl white catamaran. As though entering the living room of a palatial home at sea, guests hand their shoes to Trilling's crew. That's so *The Cat's* deck stays spotlessly clean.

It's hard to read Trilling's eyes behind his ever-present sunglasses. What's not hard to read is the smile that creases this Boston native's face as he surveys the length of his 54-foot home away from home. As long as guests are having a good time and *The Cat* is running seamlessly across the Caribbean Sea, life is good for the 64-year-old Trilling.

Two years removed from receiving a kidney transplant, Trilling lets his crew take charge. On this day, Trilling's job is to make sure his paying guests feel special and relaxed. On today's six-hour snorkeling excursion to St. John, the goal is to ensure pleasant vacation memories and vivid client testimonials.

Jim's Big Adventure

In 1980, Trilling departed from Boston on what he calls "a world adventure." After spending five years building his boat by hand, Trilling's goal was to sail around the world. Four days after embarking on his trip, Trilling and his crew encountered the "perfect storm." Trilling's 32-foot Westsail limped into the safe harbor of Hamilton, Bermuda, battered but not beaten.

After a two-month detour rebuilding the boat, dubbed *Windsong*, sails were set for the next leg of Trilling's adventure. Upon arriving in St. Thomas in the US Virgin Islands, Trilling's life would reach a turning point. He concocted the idea of offering six-passenger sailing and snorkeling adventures to the handful of cruise ships that docked in the island's Charlotte Amalie Harbour. With a business belief that "the worst thing they could say is no", he began knocking on doors of ship operators.

Three Weeks to 'Yes'

"I called on cruise ships for about three weeks. Eventually the cruise director from Costa Cruise Lines agreed to offer my excursion, the 'Windsong Sailing & Snorkeling Adventure', to his passengers. Looking back, I guess this was my business break," Trilling recalled.

"One of my first customers was a news reporter from WGN television in Chicago. I took his group on a sailing and snorkeling adventure on my original 32-foot boat. At the time, this type of excursion was unheard of. The reporter gave a great testimonial about his trip to the cruise line. He also talked about his excursion on the air when he got back to Chicago. Costa Cruise Lines began to regularly book through me from this point on," Trilling said.

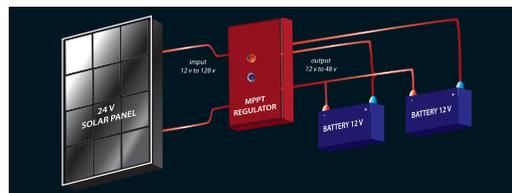


A Win-Win Relationship

Three decades after his initial success in the boating adventure business, Trilling is firmly entrenched as an entrepreneur and resident of St. Thomas. Today, *The Cat* (www.thevicat.com) and a second boat named *Castaway Cat* are the centerpieces of Fun Water Tours. Trilling built and paid for these twin catamaran purchases in 2010 by continuing to knock on doors.

—Continued on next page

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—Continued from previous page

His sales diligence has evolved into relationships that include four of the major players in St. Thomas commerce. Trilling believes these business relationships are the cornerstones for his enduring success.

The Princess, Norwegian, and Costa Cruise Lines regularly work with Trilling's company. The cruise lines see *The Cat* and *Castaway Cat* as a way to deliver intimate island experiences to their customers. Trilling sees his relationship with the cruise lines as mutually beneficial. "They depend on us to create memories for their passengers, and we depend on them to pay our bills," Trilling said.



Above: Becca Lee is *The Cat's* snorkeling director

Right: A typical 'day at the office' for Jim

of future employees isn't done by Trilling. He delegates this responsibility to his captain, Joe Morgan. The Denver native has worked for Trilling since he arrived on St. Thomas five years ago. (Yes, on an island that is one of the rum capitals of the world, guests can tell friends they were on a boat navigated by Captain Morgan.)

The other key member of *The Cat's* team is Becca Lee, a 28-year old native of Dallas. Lee, *The Cat's* snorkeling director and resident chef, showed up in St. Thomas with only the promise of space on a friend's couch. Lee revealed that networking and finding a job in St. Thomas is done the old-fashioned way, in a bar. "I met Joe Morgan at a bar here called the Rum Shack. I explained that I had no experience working on a boat. Joe said this business is more about personality and a good work ethic. He said I'd get trained to learn the boat business. That was four and a half years ago," Lee said with a smile.

That's Entertainment

Trilling offers a different slant on what business he's in. He believes *The Cat* and its crew are in the entertainment business. The truth is that life on *The Cat* isn't just fun and games. The goal is to keep the Fun Water Tours business buoyant. This often means booking and running up to three excursions per day. So if an evening sunset cruise is on the calendar, the crew arrives home after dark feeling satisfied, yet spent.



The fourth major spoke in Trilling's business wheel is the Marriott Frenchman's Reef Resort, located on a bluff directly above the spot where Trilling docks his boat and picks up customers each day. "This beautiful hotel is a 37-year old landmark and one of the most famous places on the island. The cruise lines and the Marriott are the reasons I could build *The Cats*. I'm very grateful to have these relationships. I believe the cruise lines and the Marriott feel positive about the job we do. After an excursion, we return their customers feeling happy and satisfied. It's a win-win," Trilling said.

True Blue Crew

Trilling's business philosophy regarding mutual dependence extends to the feelings and rapport he has with his employees. This devotion came in handy two years ago when Trilling's health almost capsized from "end-stage kidney disease".

In 2009, Trilling headed back to Boston to undergo dialysis and ultimately receive a new kidney donated by a friend. His crew took over the keys to his boats and his business. "My job is to secure new business, write up contracts, and pay the bills. My crew runs the business. They definitely did that when I got sick," Trilling said.

The loyalty of *The Cat* crew runs deep. "I've got employees who always show up and rarely call in sick. I'm a lucky guy," Trilling said. What's interesting is the hiring

The luxurious *Cat* is Trilling's reward for surviving his kidney replacement procedure. "The *Cat* is the last item on my bucket list. When I was on dialysis and working up to receiving my transplant, I decided money doesn't belong to you until you spend it," Trilling said. One doesn't need to see Trilling's eyes behind the sunglasses to see that he was beaming from this confession.

Living the Dream

The story behind how a boat got its name can be revealing. *The Cat's* moniker awakened Trilling in the middle of the night. "I woke up one night and the name came to me like it was out of a dream. Here in St. Thomas, at least half the new customers will say they want to go on 'a cat', rather than a catamaran. I figured that for those customers who weren't sure which boat they wanted to go on, I would have them covered," Trilling said.

More than 30 years since departing on his "world adventure", Jim Trilling is still living the dream. It's amazing the business you can build, the people you can meet, and the life you can experience if you just knock on a few doors.

Tim Cotroneo is a freelance writer from Lino Lakes, Minnesota with a passion for travel and a future Caribbean zip code. Visit his website at www.timcotroneo.com.

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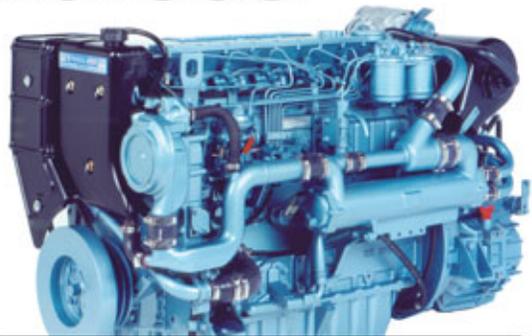
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For more information on Budget Marine see ad on page 2.

For more information on Sea Services see ad in the Market Place section, pages 42 through 44.

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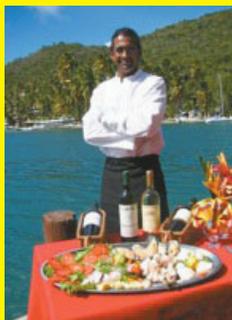


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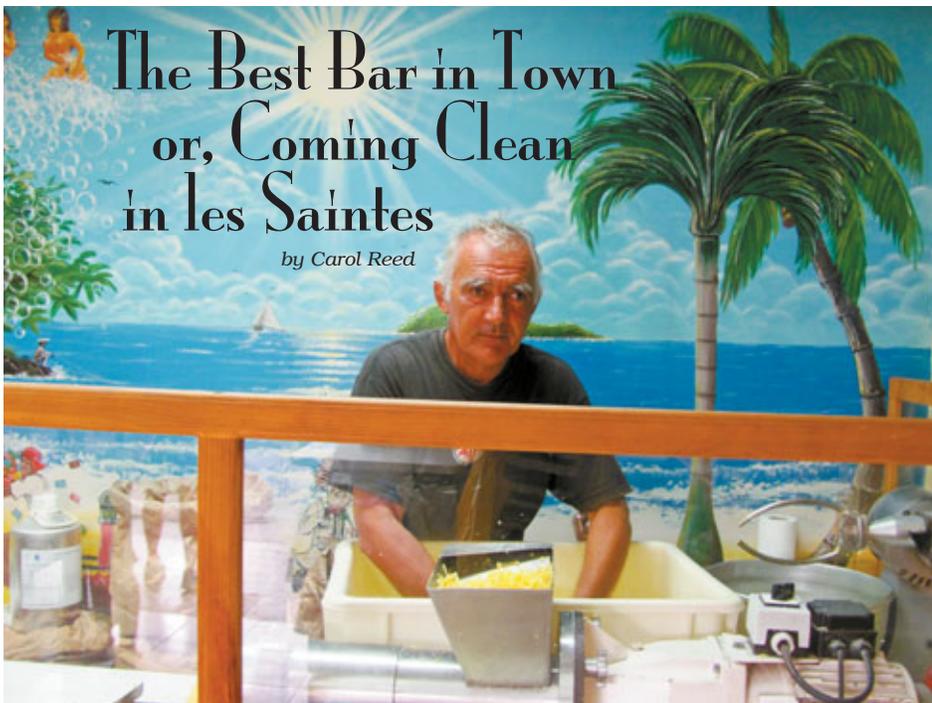
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The Best Bar in Town or, Coming Clean in les Saintes

by Carol Reed



it is shaped into a long block that is quickly, manually, cut to size using a device with piano wire. The soap-maker then presses a stamp into each bar with the name of the fragrance and the store's logo. The soap must cure for at least three weeks before it can be used.

The natural scents are also made into colognes, lotions, bath salts, aroma beads and aloe vera shower gels. They are set about the shop so that you can buy pre-packaged gift collections, or you



may choose your own. This time, we loaded up bags with our treasures, fearful we might cause our boat to list, but needing a lasting supply.

My husband, a very sociable guy, spoke to the proprietor, complimenting the shop and asking, "How's business?"

In a most charming French accent, the proprietor smiled and answered, "Monsieur, I come in each day. I can look up and see the mountains. I can look down and see the harbor. I smell the fresh air. I get to meet and talk to people from all over the world... And if I sell some soap, BON! How can business be bad?"

What a life! The gentleman has everything, including the best bar in town.

The proprietor (left) creates a cornucopia of Caribbean fruit-, flower- and spice-scented soaps at his open-air shop

MY husband and I sailed 482 nautical miles to buy a bar of soap. And it was not because we were dirty, mind you. It was to re-visit a peculiar, particular maker of French *savon* on the delightfully charming island of Terre de Haut, one of the eight tiny islets that make up the Isles des Saintes in the French West Indies.

We had wandered those enchanting, quaint and welcoming streets of Le Bourg several years before, on a previous trip. It was then that we found the open-air shop, L'Atelier du Savon des Saintes, which drew us in with its fragrant perfumes of flowers and fruits. The owner and soap-maker was at his post, happily creating fresh, soft bars of colorful soap right before our eyes. At that time, we only picked up a few soaps to bring home. But alas! Those wonderful, natural bars became a fond recollection as they bubbled over our bodies and dissolved leaving sweet-smelling memories.

Now we had returned, dreaming of finding that little one-room soap shop, and hoping it would still be there. Hallelujah! It stood just a few steps from the harbor on the tiny main street, Rue Jean Calot, facing the dazzling bay. The doors were flung open, with gleaming white tile floors, and shelves holding vibrant pastel displays that propelled intoxicating fragrances wafting toward the street.

The same proprietor was at his task, as if we had been there yesterday. His soaps are all natural, made with vegetable, palm and coconut oils.

The scents derive from the surrounding islands' riches: pineapple, guava, lime, banana, and our most favorite: "Marine" — a blend of luscious, sweet spices and blue in color, like the waters surrounding the shop.

After the soap's perfume and color are mixed, it is extruded, warm and soft. Then



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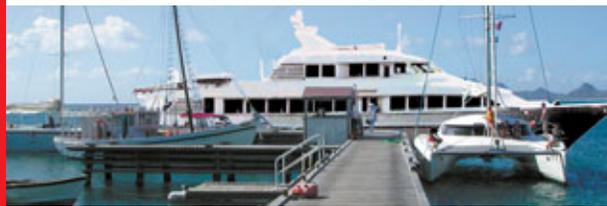
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Product Review: Chartplotter 'Progress' — is Newer Better?

The first GPS I ever bought was a Garmin, and I have used Garmins ever since, for navigation throughout the islands and for making charts for my cruising guides. Being one of those brought up using a sextant, to me the Garmin is technological genius.



When the Garmin 162 chart plotter came on the market, I bought one and it made navigation easier than ever before. For a few hundred dollars you had your chart right in front of you with your boat on it. The Garmin 162 had a couple of shortcomings: not enough memory to store many charts, and a painfully slow chart redraw. There was no memory card; you hooked it to your computer and transferred data between the two that way. Mine was directly exposed to salt spray and rain for nearly a decade before the elements took their toll and I could no longer download charts.

So this year I had both the excuse and necessity to update, and got the new Garmin 421, with high hopes for an even better model. Unfortunately, while some things have been improved, the user interface architecture is dreadful compared with the old Garmin 162. So bad, that for the first time ever, I have been seriously disappointed in a Garmin product.

The screen on the Garmin 421 is four inches compared to five inches on the Garmin 162. This is not a problem, as the new screen is full color (the Garmin 162 was black and white) and it is easy to read.

I have one minor gripe about the cartography. The names of small islands are posted right on top of the islands, and completely cover them, so you have no idea where the islands are under the name unless you scale way into very fine detail at which point the islands become large enough to show over or under the names.

The Garmin 421 has more space for buttons than the Garmin 162 but has one button less, which I think turns out to be a fault.

You do not hook the new Garmin 421 to your computer for regular data transfers (you can of course use a cable to download the GPS data onto your computer in real time) but to transfer data you use an SD card in the SD slot. This card comes with an admonition: "BlueChart g2 data cards are not waterproof. When you are not using the card, keep it in the original packing for safekeeping and store it away from exposure to sun and rain to prevent damage to the card." Hey, Garmin, we are talking boats here, not cars! Boats are subject to rain, salt spray and worse; we boaters need gear that can deal with it.

The slow chart redraw of the 162 has been fixed very well; the new charts redraw very fast.

The new Garmin offers all sorts of "bells and whistles" that look great in a demonstration, but few of which are of lasting interest. The old Garmin 162 just had a navigational chart. The new Garmin 421 offers you navigational chart, fishing chart, perspective 3-D chart, mariner's eye 3-D, fish eye 3-D and split chart. The split chart, which enables you to have one detail chart and one small-scale chart at the same time, is an interesting idea but a bit ambitious for a four-inch screen. I am sure it is wonderful on their larger screens. Of these extras the coolest and most useful to me is the fishing chart with detailed contour information. But having said that, I would live quite cheerfully without any of them, in exchange for some better user interface architecture.

The same goes for lots of other things you can display on this Garmin, from the amount of fuel left in your tanks to the apparent wind. It can even plot a safe course for you from point A to B, steering around the rocks.

Now the down side. From a user's perspective the 421 is really clumsy and awkward compared to the old 162. Here is how the old 162 worked. You had numerous pages, showing different data on each page. Press the page button and you flip a page. Press the quit button and you go back a page. The page most of us lived on was the page showing the chart. On each page you could select a number of data boxes. In each of those data boxes you could choose which data you wanted to show, and each box could be changed individually. This meant that on two pages you could have all the data you could possibly want, so all you had to do to have everything at your fingertips was hit the page button to take you to the next page then the quit button brought you back to the charts.

All this ability to choose has been replaced in the Garmin 421 with modules, where Garmin chooses for you. Basically, on the chart page before you start navigating, you get your chart, the GPS heading and GPS speed (there is some flexibility in selecting

a different module with different data, but since you clearly need heading and speed, I cannot imagine changing). You cannot change these or most other data fields independently. Once you start to navigate you get the following extra information: arrival time, distance, off course and bearing. Again, all these are essential except for arrival time, which on a sailboat is useless. Now if I could change that for VMG (Velocity Made Good to the next waypoint) I would be relatively happy, as VMG is really useful information when you are tacking. In the old 162 this would have been easy; highlight the data box and change it. Not possible with the 421.

In any case the VMG also has a serious bug. (If this feature was inserted intentionally by anyone they should be fired!) You cannot get a VMG with one waypoint. On the old 162 you could navigate towards a waypoint and up would come your VMG. On the Garmin 421 it comes up blank, until you add a second waypoint, at which point it gives you your VMG between where you are and the first waypoint; bad programming.

Of course there is other data you want to see, such as your average speed, time of day, GPS position, whatever. On the Garmin 162, you could put this data practically wherever you wanted it. On the Garmin 421 this is done on the dashboard menu, which has two main boat-data pages: trip and numbers. The trip you don't get to play with, though it is reasonably well thought out: the numbers page is the one place where you get to put in whatever you want. But oh my, you have to re-do ALL the fields EVERY time; you cannot change them one at a time. This is really tedious if you just want to change one field for one trip.

So now let us compare how you access this data on the new 421 compared with the old 162. On the 162, you could put all the data you need on two pages. Page forward and quit

toggles between them — extremely easy. Now if you are on the navigation chart on the Garmin 421 and wish to access the trip or number information here is what you have to do:

- Hit home
 - Move the direction button down to information
 - Enter dashboard
 - Move the direction button to choose numbers or trip then select
- To get back to your chart:
- Hit home
 - Use the direction button to move up to charts
 - Select
 - Use the direction button to choose the type of chart you want
 - Select

In rough or difficult conditions this process is cumbersome and distracting compared with the ease of the 162. This could be easily fixed if the new Garmin were given two more buttons, "forward" and "back" buttons such as you have on a web page, which would ignore all menus and take you to the last data page you were on. The first time you went from the chart page to the numbers page you would have to do it long hand, but then you could get straight back to charts by hitting the "back" key and thereafter toggle between them with the "forward" and "back" keys.

Now when you are navigating and get off course, a wildly thrusting arrow will appear showing you a kind of compromise direction to take you back to your course line. This is not useful information — when you are off course you know which way you are off-course because the data bar tells you. What would be useful information is a thin (non-thrusting) line showing the new direction to your waypoint; you could use this to visually calculate when to tack. In general, the lines that are used on the new Garmin are way too fat and cover up way too much data for the small charts. They would be much better as fine lines.

I am not the only one who feels this way. The manager of an electronics shop told me that people who are used to the 162 really find the 421 a real downgrade in flexibility and ease of use. Which raises an interesting point; how do you know before you buy one of these products how it works in practice? I can think of no way.

Garmin did so well with the 162, it is a great shame to see them throw much of it away in trade for a plethora of "bells and whistles" on the 421. To the navigator it feels as if they fired the guys on the design team who really knew what it meant to be at sea and handed the whole thing over to the guys that do the car navigation systems.

To satisfy those of us cruising at sea, Garmin needs to do some serious work on their programming. At the very least let us, as we did before, choose our own data fields and change them individually whenever we want, and for sure show a VMG to a single waypoint.

Compass asked Garmin for a response to Chris's article.

A Garmin spokesperson responded:

Garmin is constantly striving to improve our products while addressing the needs and demands of the customer. As we continue to improve our product line-up, necessary adjustments are required for the software to keep up. We aim to keep a common operating logic across product lines; however, these changes can be significantly different from previous products that came from a much earlier development cycle. While we appreciate the simplicity of our older units, the needs of the market have changed, and we have changed our product line accordingly, based on the needs of the market.

Since its inception in 1989, Garmin has delivered 85 million GPS-enabled devices — far more than any other navigation provider, and is consistently praised by industry leaders as setting the bar for ease. We continuously look for ways to upgrade existing systems to bring the best performance to new and existing units, and always appreciate hearing feedback from customers on how we can do so.

An underwater photograph of a vibrant coral reef. The scene is illuminated from above, creating a blue and green color palette. Various types of coral are visible, including branching and table corals. The water is clear, and the overall atmosphere is serene and natural.

Come on in. The water is fine.

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The shining waters of the Caribbean attract more than 34 million visitors who spend nearly \$6 billion (U.S.) every year. Our waters are our life. The Nature Conservancy works throughout the region to protect the places where we live, work and play.

We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and beyond, visit nature.org/caribbean or e-mail caribbean@tnc.org.

Coral reef in the Caribbean © Nancy Seltzer

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AUGUST 2011

♈ ARIES (21 Mar - 20 Apr)

Don't let negative attitudes on board scuttle your romantic and creative aspirations. Put your energies into new boat projects and enlist the assistance of your romantic partner and you will set a course for long-term success.

♉ TAURUS (21 Apr - 21 May)

Time to concentrate on completing things left undone to clear the decks for positive changes in love and creativity coming next month. Keep a steady hand on the helm and a cheerful wind in your sails and your efforts will pay off then.

♊ GEMINI (22 May - 21 Jun)

Be careful not to get picky about details with crew or cruising buddies as you may create a hostile environment that will put you in irons down the road. You will need their cooperation to continue on a positive course.

♋ CANCER (22 Jun - 23 Jul)

You'll have lots of energy as Mars sails into your sign on the 3rd. Organize your priorities, decide which areas of your life need the most attention and then set your sails accordingly.

♌ LEO (24 Jul - 23 Aug)

Amour and inspiration are sailing in tandem and can be of great benefit to each other, and to you, just now. Working along with your crew or your mate in a positive, cooperative manner can bring great benefits over the horizon.

♍ VIRGO (24 Aug - 23 Sep)

There will be lots of details for you to deal with this month — just what makes Virgos happy! Though you may get off to a slow start it will be full sail after the 18th. You'll have some help from a romantic partner after the 22nd.

♎ LIBRA (24 Sep - 23 Oct)

You will find you're tired of concentrating on boat business in this frustrating economic environment, but fair winds are on the way next month so take this time for yourself. Spend it on things you enjoy and have some fun.

♏ SCORPIO (24 Oct - 22 Nov)

Concentrate on the home front this month. Aspects are good for making way in projects on board after the 3rd and will last until the 19th of next month. Don't let lulls in your love life and inventiveness alter your positive cruising plan.

♐ SAGITTARIUS (23 Nov - 21 Dec)

There will be a lot of distractions in passion and imagination and you'll be hard pressed to maintain your chosen course. Sail right on past disagreements and criticism.

♑ CAPRICORN (22 Dec - 20 Jan)

Now is a good time to finalize details on any boat projects still left unfinished before a romantic intrigue blows you off course around the 22nd.

♒ AQUARIUS (21 Jan - 19 Feb)

You're still feeling humorless and especially put upon by the problems obstructing the course of your relationships and resourcefulness. Be patient, as these aspects will clear up after the 22nd.

♓ PISCES (20 Feb - 20 Mar)

Life on board may be squally with the potential for arguments and disagreements. By maintaining a positive attitude and striving to work out the issues causing this dissatisfaction, you'll avoid rough seas affecting your creative efforts.

Night Passage

Island Poets

Suspended here between
The glowing firmament of sky
And liquid flowing dark unseen
I sense the force beneath the keel

And though I cannot help but feel
The eternal closing dread
I look once more at overhead
Where choirs of angels blaze in light

Across the crystal edge of space
And know that I shall never cease
To rage against the coming night
And never know of any peace

But this — suspended here between
The glowing firmament of sky
And liquid flowing dark unseen...
...I dream...

— Voytek Dolinski

SIMPLY BLUE

I am the deep blue sea.
I hold many wonders
Such as colourful fishes,
The ones you see.

If you keep me clean
I will glow and shine.
You can dive for treasure:
True beauty like no other kind.

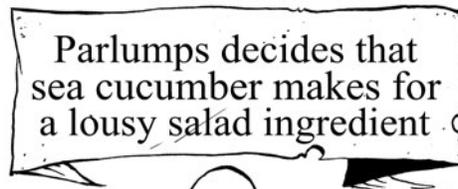
Remember, marine life
Could be at stake
If you continue to pollute
Seas, rivers and lakes.

Water pollution has become
Common in our region.
It will not only affect fishes,
But the lives of everyone.

— Keithon Grant



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The Lucky Life of Merci the Sea Turtle

by Lee Kessell

Merci was a Hawksbill sea turtle and she was born on a windy shore of the mountainous island of St. Lucia in the southern Caribbean. Merci was lucky because she survived to have children of her own, which is very lucky indeed considering that only one in a thousand sea turtle hatchlings make it to maturity.

As Hawksbills can live for a hundred years or more, Merci's mother had lived half of them, gathering wisdom along the way, so she had come ashore one late afternoon when the tide was low, dragged herself to the dry sand beyond the tide mark and scooped out a hole with one of her back flippers and then with effort that brought tears to her eyes she had laid a hundred eggs. Carefully covering them with sand so that they were well hidden, Merci's mother had then dragged herself back to the sea and disappeared quickly beneath the waves.

Ten days later when Merci and all her brothers and sisters had become complete little sea turtles they broke through their tough, leathery shells with a special shell tooth. Pushing up through the suffocating sand and following the glint of the first light on the water, Merci and the others waddled off to reach the sea. On many tropical beaches the baby turtles hatch at night and follow the moon path down to the sea, but since hotels have been building right by the shoreline, the hotel lights have drawn the babies away from the water to their deaths. Merci's mother knew all about those dangers and she laid her eggs so that the hatchlings would emerge at dawn.

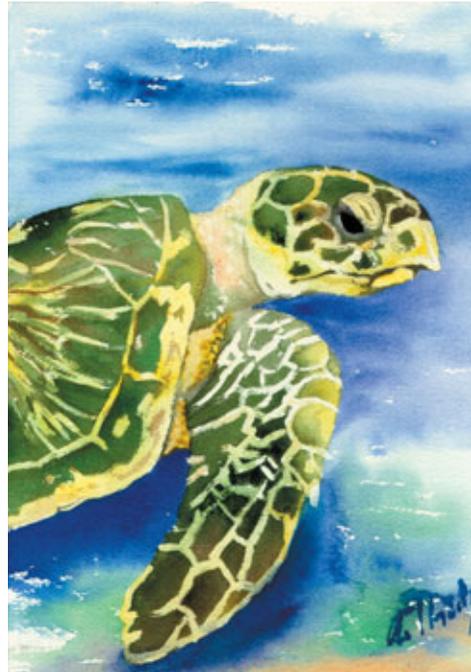
Big crabs waited for the hatchlings and many of the babies were snatched up in their rush to the sea, including Merci who suddenly felt the tight grip of a giant claw, but she kicked and twisted and gave the big crab such a fright that he dropped her. Merci pushed on towards the safety of the water, but here the seagulls waited, grabbing up as many of the baby turtles as they could. Merci was lucky and managed to swim up and over the first wave but the second one was bigger and it washed her back to the shore where the seagulls waited. Luck stayed with her and she struggled in the foam of the waves and so did those who had survived with her. But now, out of the sky dived the frigate birds! They caught up some of the babies in their hooked beaks and flew off, but others of their kind fought over the catch, eating as many as they could.

Merci struggled on below the surface of the water, holding her breath as long as she could. As an adult, Merci would be able to stay underwater for many hours but as she was so small, she had to stay near the surface. Merci was above the sharks in the deeper water but the brown boobies swooped down to catch what they could. In some islands, the billed pelicans dive like darts, also catching many hatchlings.

For now, Merci's luck continued and in a single week she had doubled in size and soon after this she was big enough to avoid most predators. At this point Merci disappeared from human sight for many years, but she was feeding and growing in the deep oceans. So it was that Merci saw great schools of purple-tinted tuna fish; she heard the songs of the humpback whale, she crossed the paths of other turtles, different from herself, she came upon the mid-ocean seamounts and rested and slept in their crevices while all the fish seeking shelter from predators circled and fed above her.

When Merci was 15 she returned to shallow water to mate. It was here that Merci found the perfect father for her future children.

On her long journeys, Merci had managed not to swallow any of the plastic bags that look like the jellyfish all turtles love, but cause thousands of turtles to die slow and painful deaths by blocking their guts. She had not been caught up in abandoned old



A THOBY

fishing nets that would have drowned her, and she had not eaten any of the plastic junk that litters the oceans and the beaches.

Finally when Merci felt that the time was right, she made her way back to the beach where she had been born and leaving the safety of the sea made her way slowly up the wet sand until she reached beyond the high-tide mark. Here she rested for some time making certain that nothing and no one was near, because she knew that dogs and cats wait for an easy meal and worse still are the humans who dig up the eggs to sell for food.

Only then, did Merci, like her mother, lay her eggs with great effort, five or more with each push. She covered the nest with sand and with a big sigh she crawled wearily back to the safety of the sea. Merci had done everything she could so that at least some of her children would survive to return to this same beach one day in the future.

As we have seen from this true story, a sea turtle's life is such a precarious one these days that it is up to us to make sure that sea turtles of every species survive. The world would be a sorry place without these brave adventurers.

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



by Elaine Ollivierre

DOLLY'S DEEP SECRETS

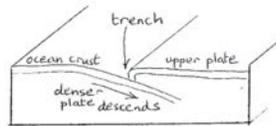
Do you know the depth of the deepest part of the world's oceans?

HMS Challenger, a British Navy ship, was used to carry out the first global marine research expedition. This lasted for four years, from 1872 to 1876. The ship carried lots of equipment to investigate the sea and the creatures found in it. It also carried rope and sounding leads to measure the depth of the waters. The name of the ship is memorialized in the name of the deepest spot so far found on Earth: the Challenger Deep. It has been most recently measured at over 11,000 miles (36,000 feet) below sea level.

Where is the Challenger Deep? It is part of an ocean trench called the Marianas Trench, in the Pacific Ocean, east of the Philippines.

What are ocean trenches? Ocean trenches are very long, narrow depressions in the Earth's crust. They are often thousands of miles long and only a few miles wide. Most of them are found around the edge of the Pacific Ocean but there are two in the Caribbean, one north of Puerto Rico (the deepest point in the Atlantic Ocean) and one near the Cayman Islands.

Why do ocean trenches provide evidence for plate tectonics and the theory of continental drift? Scientists give the following explanation. Imagine two large



portions of the Earth's crust moving towards each other. When they collide, one part pushes under the other. (This is called subduction.) The lower part gradually moves downwards into the mantle and melts. Any water contained within the rock crystals is released. The leading edge of the lower plate tugs on the edge of the upper plate, flexing it downwards and forming a deep trench (see diagram). The water pressure in the trench will be as

much as 16,000 pounds per square inch!

What is the connection between all this crust movement on Earth and the formation of tsunamis? Read on next month!

WORD PUZZLE

Unscramble these words from the passage and write them in the table. Find the special word written vertically in column marked 7.

- 1 CLATTIAN
- 2 ARESUME
- 3 NIMEAR
- 4 ANAMASIR
- 5 SHERRACE
- 6 THARE

						7	

— Answers on page 44

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BOOK REVIEW BY SALLY ERDLE



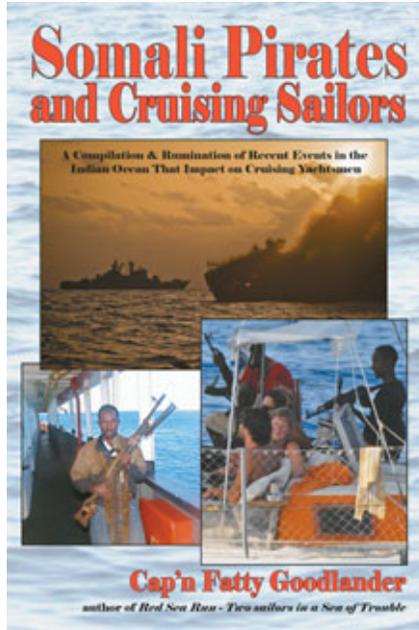
Sizzling Fat: A Humorist Turns Furious

Somali Pirates and Cruising Sailors: A Compilation & Ruminations of Recent Events in the Indian Ocean That Impact on Cruising Yachtsmen. by Gary Goodlander. 200 pages, e-book or print. Photographs are in black-and-white on the Kindle, color on the Kindle for iPad, and black-and-white in the print edition. Kindle edition US\$8.99, print edition US\$17.95.

Berger thought that the book was the best thing Blomkvist had ever written. It was uneven stylistically, and in places the writing was actually rather poor — there had been no time for any fine polishing — but the book was animated by a fury that no reader could help but notice.

— Stieg Larsson, *The Girl with the Dragon Tattoo*

Gary Goodlander, a.k.a. Cap'n Fatty, the self-described "inkslinging sea gypsy" usually writes stories about his own cruising life, full of humor and irreverence. Not this time. Along with his usual careful crafting, the "one love" attitude, giggles and cuddles are gone, too. His tenth book, *Somali Pirates and Cruising Sailors: A Compilation & Ruminations of Recent Events in the Indian Ocean That Impact on Cruising Yachtsmen*, is not only a mouthful, it's a cry of pain.



By now everyone knows that cruisers have been kidnapped by pirates, and sometimes killed, in the Indian Ocean. Some of these were Fatty's friends.

The book chronicles every major interaction between Somali pirates and cruising yachtsmen in the last ten years. There is specific, detailed coverage of the attacks on the yachts *Carre d'As*, *Choizil*, *Tanit*, and *Quest*.

Fatty tells us that as a result of the fear of possibly deadly pirate activity, only a handful of private yachts made it up the Red Sea this year. Most that were headed that way didn't attempt the voyage, or turned back, or shipped their yacht via freighter, or diverted to the Cape of Good Hope. Marinas in Egypt and southern Turkey were almost deserted as a result.

We asked Fatty why *Compass* readers should be interested — the Indian Ocean and Red Sea are a long way from the Caribbean. He replied, "I'm always amazed when sailors tell me that, 'Yeah, it is a bit dangerous here in the Gulf of Aden, but nothing compared to the Caribbean!' They are completely amazed when I tell them that my wife, Carolyn, and I lived aboard in the Caribbean for more than 20 years without incident — we even raised our daughter aboard. But the fact is, Somali piracy affects everyone, and sailors in particular. If this trend of 'all profit and no penalty' for the Somali pirates continues... well, there will be many imitators in the Caribbean, South America and Pacific as well. Plus, we can learn from what happened and why it happened. For example, statistically, the worst possible thing that can happen to you if you are boarded by pirates is to have your 'mayday' heard by a patrolling naval vessel; your chances of dying skyrocket. This is neither logical nor widely understood, but it is the truth. History repeats itself, in both good and bad ways. We need to study what happened to others, so the same thing doesn't happen to us."

Somali Pirates and Cruising Sailors began as a magazine article a few hours after the *Quest* was boarded by pirates. Fatty admits, "A few days later — when we heard everything changed for me. I was completely outraged and Carolyn gently reminded me that it was a tad long for a modern magazine article."

that the crew of *Quest* had all been killed in cold blood and sad and angry and upset... so I pounded out my frustrations on the keyboard. About 70,000 words into it, Carolyn gently reminded me that it was a tad long for a modern magazine article."

The book opens with an overview of modern piracy in the Indian Ocean. The author compares conditions in the Caribbean's "Golden Age of Piracy" with conditions in Somalia and the Gulf of Aden area today, citing high unemployment, an abundance of wealth-carrying marine traffic, and the availability of lawless shore bases as factors enabling piracy to evolve from occasional opportunistic "grab and go" exploits by guys with boats and no jobs or bad fishing, to a virtual industry with purpose-purchased vessels and even shoreside "pirate schools". Frighteningly for the crews of everything from small yachts to huge cargo ships sailing the Indian Ocean, the high-value booty is now hostages, not gold doubloons.

Chapter X will be of interest to anyone navigating potentially pirate-prone waters. It discusses various anti-pirate strategies and tactics, ranging from use of firearms, crossbows, laser pointers and even dynamite, to dragging polypropylene line in hopes of ensnaring a pirate's propeller or simply ramming the attacking vessel.

Overall, the book's content is uneven, veering between providing solid factual information and indulging in fictitious dramatizations of events (for example verbalizing what might, or might not, have been the pirates' thoughts as they were aboard the yacht *Quest*). There are also some prose showstoppers that an editor would have caught (e.g. a "wheel barrel" full of khat, the "pedals" of a flower, and writing that someone "sprained his Achilles heel" when clearly Achilles tendon was meant).

But damn the editorial process, full speed ahead! Fatty obviously wanted, needed, to get this work out fast. It might not be the Cap'n's most polished piece of inkslinging, but it's fresh, hot and heartfelt, and provides much food for thought for any cruising sailor.

Somali Pirates and Cruising Sailors concludes with possible solutions to the piracy problem suggested by the author "to stimulate debate". Other cruisers have contributed material about organizing yacht convoys and shared stories of their decisions whether to continue sailing on the Red Sea route or take an alternative course. A piracy-monitoring group, the Seafarers' Assistance Program, chimes in, and the Seven Seas Cruising Association provides a call for piracy to end now, before the "business model" spreads.

Fatty sums up his reasons for publishing his most unusual and serious book so far: "I am, and have been my entire life, a strong advocate of freedom of the seas. I've lived aboard various small sailing vessels for 51 of my 59 years. I've sailed around the world — and then some. I believe — no, I know — that no lifestyle provides as much pleasure, stimulation, and personal freedom as that of an international sea gypsy. I do not want to be among the 'last American circumnavigators'. I want to keep doing what I've been doing my entire life: sailing offshore. And I want to leave the world a safer, more peaceful place for my granddaughter, not a more violent one."

This book is available at www.fattygoodlander.com.

BOOK REVIEW BY J. WYNNER

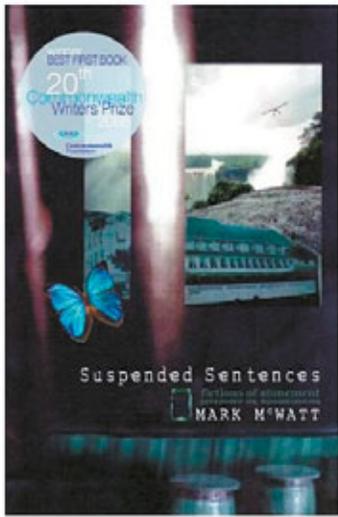
Guyanese Voices: ELEVEN TALES

Suspended Sentences, by Mark McWatt. Peepal Tree Press Ltd., first edition ©2005, ISBN 1-84523-001-9.

Guyanese author Mark McWatt's *Suspended Sentences* is a book with an interesting concept. It is presented as a collection of short fiction by eleven purportedly different writers: graduating Guyanese schoolboys, "members of a gang of sixth-formers at St. Stanislaus College, most of whom completed their A-level exams in 1966, a month after Guyana achieved independence". The storytellers are "modeled loosely on" McWatt's "college classmates from the mid-Sixties".

McWatt explains in the preface to the book that he wasn't much concerned about whether it would prove too difficult to maintain distinctions between the voices of the storytellers; he just wanted to try it. Some of his invented authors do sound like sixth-formers; others exhibit not only exceptional writing skills and maturity but also depth in the choice of stories.

The book derives its name and theme from the suspended sentences handed down to the boys on condition that each boy writes a short story that reflects their newly independent Guyana, after they had been found guilty of vandalizing the Imperial Bank sports bar. Prior to the other stories, McWatt recounts the boys' trial in 'The Court Case'.



The gang was in celebratory mood as they flung off the final day of exams and welcomed the month-old independence of their country at the bank's sports club. But the manager of the bank, Sir Rupert Dowding, and the alcohol imbibed by the boys did not mix well, and the evening got out of hand. The walls of the sports club were painted with graffiti about Sir Rupert and his wife, the boys emptied a few dozen bottles of whiskey into the swimming pool, and two of them threw a planter with its flower contents into the pool as well. The details of this episode are related in the closing story, 'The Celebration', which bears the by-line Mark McWatt.

The preceding tales by the other ten purported authors cover a range of topics, four of which relate to the paranormal. Other stories relate to human conditions such as mental breakdown, violent repression and uncovered secrets.

The tales begin with 'Uncle Umberto's Slippers'. Because of Uncle Umberto's oversized feet, he has to have special slippers made from a Firestone truck tire. They are 22 inches long, eight inches wide and nearly two inches thick. Uncle

Umberto is in the habit of taking walks along a path overlooking the river. When he informs his family that he met a woman in a blue dress while taking his usual walk, they think he's making it up. Although others see him walking along the path and gesticulating as if he's talking to someone, no one could see the "butterfly woman", as she came to be called. One day he tells them that the woman said that she was going away and asked him to accompany her. They told him to tell her that he would follow her later. He did so and the woman floated away. However, in a little over six weeks Uncle Umberto was killed when he leapt in front of a big quarry truck after calling out, "Oh God! Child, look out!" — a child which none of the friends he was speaking with at the time of the accident saw. After his death Uncle Umberto's slippers disappear — as much of a mystery as his death was.

In the following story, 'Two Boys Named Basil' who were born three days apart meet at the age of ten in the scholarship class. Neither showed an aptitude for scholarly work, but when "they found themselves seated next to each other in the classroom... their lives and fortunes became intertwined... they seemed like two halves of a single personality — feeding off each other and challenging each other to achieve more and more" to the detriment of one of the boys.

'Alma Fordyce and the Bakoo' tells the tale of the sexual awakening of a respectable librarian, a spinster who discovers her *bakoo* (a sort of evil genie in a bottle) brother who had gone missing many years before — in a jar on a shelf at the Kashmir Bar and Restaurant owned and operated by two brothers.

In the exceedingly imaginative work bordering on the supernatural, schoolboy protagonist Gerry Fung is 'The Visitor' transported from his 1969 era to a futuristic, Catholics-only world of 2070 which still practices a ritual outlawed in Gerry's era.

'Sky' is about two men approaching their fifties seeking to relive their Boy Scout days. They embark on an adventure into Guyana's interior, where a lifetime of repression manifests itself as mental anguish for one man, and physical injuries to the other.

Environment and mood set the scene in the outstandingly written, brooding story 'Afternoon Without Tears'. Young Gabriel dos Santos is carrying out a seven-week survey of Amerindian villages and settlements on the rivers of Guyana's northwest, wherein the past and present intertwine in what he describes as his "purgatorial trial" or "trial of self". In this cerebral piece, in which the narrative is reminiscent of the style of renowned Guyanese author Wilson Harris, the river permeates the story and provides a spellbinding surreal atmosphere.

So these tales, then, are some of the stories in the compilation. The partiality for mysticism, legend, jungle lore and the supernatural that is a hallmark of Guyanese writing is captured in the eleven tales that make up *Suspended Sentences*. McWatt's book confirms what I have always thought about all Guyanese writers: that they, among all the English-speaking Caribbean writers, best give a picture of the ethos of their land and its people — from coast, to city, to towns, to rivers, to villages and the hinterland.

This book is available at bookshops or via www.peepaltreepress.com.

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MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2011

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

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

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

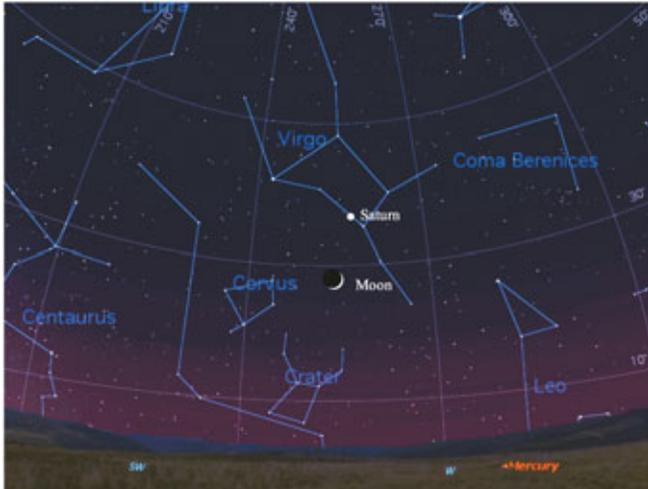
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

August	DATE	TIME	21	0511	9	2206
	1	1333	22	0600	10	2250
	2	1425	23	0657	11	2332
	3	1516	24	0745	12	0000 (full)
	4	1608	25	0839	13	0013
	5	1702	26	0933	14	0055
	6	1758	27	1027	15	0137
	7	1854	28	1121	16	0221
	8	1952	29	1213 (new)	17	0306
	9	2048	30	1306	18	0354
	10	2143	31	1400	19	0444
	11	2234			20	0535
	12	2323			21	0627
	13	0000 (full)			22	0720
	14	0019			23	0813
	15	0052			24	0905
	16	0134			25	0958
	17	0216			26	1051
	18	0257			27	1145
	19	0340			28	1241 (new)
	20	0424			29	1338
					30	1438

September	DATE	TIME
	1	1455
	2	1552
	3	1649
	4	1747
	5	1844
	6	1939
	7	2031
	8	2120

The Sky in August

by Scott Welty



The Planets in August

- MERCURY - Evening star early in the month, then bye-bye.
- VENUS - Too close to the sun. Come back next month.
- EARTH - Overslept.
- MARS - Morning star rising between 0200 and 0300 in Gemini.
- JUPITER - for night hawks only rising between 2330 and 2030 in Aries.
- SATURN - Setting between 2230 and 2030 this month in Virgo.

Sky Events This Month

- 1st - Mercury setting with the tiny crescent moon.
- 3rd - Saturn's turn to set with the still crescent moon. That's Saturn up and to the right of the moon (Figure 1).
- 13th - Full moon and peak of the Perseids meteor shower (see below).
- 20th - Look for Jupiter rising with the gibbous moon and just to the west of the Pleiades.
- 25th - GET UP! Very nice rising of crescent moon and Mars (Figure 2).
- 28th New Moon

Perseids Meteor Shower

Yes, time once again for the Perseids. The bad news this year is that the peak on August 13th occurs at the same time as the full moon, which will wash out some of the viewing. However you can see an increase in meteor activity from late July into late August. Around the peak you can see as many as 60 meteors per hour. Look to the northeast after midnight.

The name Perseids comes from the fact that the meteors will look like they are emanating from a point within the constellation Perseus. Of course our self-centered view has meteors zipping in toward the Earth when in fact it is more the case that the Earth is crashing into a debris field left behind by comet Swift-Tuttle. That explains why the Perseids happen every year, as that debris field is fairly stationary while we are ripping around the sun at about 66,000 miles per hour!

People have been observing this meteor shower for about 2000 years and for Catholics the shower has the name "Tears of St. Lawrence" as it was on August 10th that Larry was burned at the stake (or some say actually grilled, making him the patron saint of cooks and chefs all over the world — I am not making this up!).



FIGURE 2

Not patient to watch one meteor per hour? Here's a nice time lapse of the Perseids: www.flickr.com/photos/jeffreysullivan/3844899922.

To Contemplate While Having a Glass of Wine on Deck

We're back aboard *Enee Marie* in Prickly Bay, Grenada — yes, truth be told I've been writing this column from Chicago for over a year via the magic of computers. One of my first observations was how non-dark it was in Prickly Bay. The shoreline is lined with houses, streetlights, and condos. Doesn't take much to wash out the

Figure 1 - Aug 3rd, Moon and Saturn setting together

Figure 2 - Aug 25th, 0515, Moon and Mars rise together

Figure 3 - The Caribbean Sea from space



FIGURE 3

pretty nighttime sky. Kids growing up in New York, Chicago or, really, any town with those orange streetlights have no real idea of the night sky or the rhythms, history, and majesty it offers. Too bad, but fixable! In our haste to light up the planet we have designed streetlights badly with much of the light shooting up away from the ground. Inefficient to be sure and ruining the nighttime view. For example, from my deck at night I have a nice bright street light in my eyes. That light entering my eyes is certainly NOT lighting up the road and is being wasted (and keeping me up when I try to sleep in the cockpit!). Luckily, it's still dark at sea — so shove off and enjoy!

Scott Welty is the author of *The Why Book of Sailing*, Burford Books, ©2007. Scott is cruising the Caribbean with Sue and Mismo the Wondercat aboard the 1983 Endeavour 40 center cockpit S/V Enee Marie.

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The Tempting Tonka Bean

As a child, I learned to enjoy sucking tonka (or tanka) beans because they have such a strong, spicy taste.

The beans grow inside a seedpod that has a smooth brown interior with a weird type of fiber almost like that of some mangos, under a thin skin. The "hair" is what we sucked to get a type of almost sweet, chocolaty flavor. The bean or seed is shiny black and smooth when fresh, but dries wrinkled. These are unique American fruits, probably native to Venezuela and Guyana. There are perhaps one or two tonka bean trees in a hectare (2.47 acres) of forest. The size and long life of the tree have given it a local significance akin to that of the baobab tree in Africa and Madagascar. The tonka tree can grow for a millennium and its dense wood is excellent for furniture and boat building. The seed is a true bean, as the tree is a member of the pulse or legume family.

The name *tonka* is from the Carib Amerindians. The Tupi Indian name for the tonka bean tree is *kumar*, which foretells the tonka bean's ingredient coumarin, which is lethal in large doses. If it wasn't for coumarin, tonka beans might be as commercially popular as cocoa. Coumarin is a toxin that can cause liver damage in dosages as little as a gram. (That is a lot of seeds, though, so don't worry about sucking one once in a while!) For this reason its use in food is banned in the US and UK. It prevents blood coagulation and was



used in rat poisons. To extract coumarin, tonka beans are dried after a day soaking in alcohol. The toxic coumarin crystals can be removed by scraping off the dried pod and washing the bean.

Extracts of tonka bean have been used in bush medicine as a tonic, and used to treat cramps and nausea. It has also been fabled to have aphrodisiac and occult properties. Tonka beans are used as charms for financial good luck, love, health, and just about anything else. In fact it is known as the "love-wishing bean". They are also said to help fight depression. Tonka beans were once used to flavor cigarettes and pipe tobacco, but the coumarin issue has stopped that, at least in the US and UK.

Today, these beans also add fragrance to salves, creams and oils. The unique tonka scent is used to imitate musk in some perfumes. Their use in the cosmetics industry is increasing because the seeds are so aromatic.

After years of use in perfumes, the tonka bean is also now beginning to make an appearance as a dessert flavoring in fine-dining menus. The smell is an excellent blend of spices such as vanilla, cinnamon and cloves. Tonka beans are a quarter fat with a large percentage of starch. They are grown in Grenada and Trinidad, where they are used as a substitute for vanilla beans; ask for them in the markets there.

I keep a few tonka beans soaking in a bottle of rum in the fridge for special occasions. The rum is also spiced with cloves, cinnamon, and nutmeg. For occasional baking needs I'll dry one of the beans and use it, for example to flavor my favorite pineapple upside-down cake recipe. Tonka beans also create a unique flavor for homemade ice cream. Usually one bean will flavor an entire dessert. I also use it as a flavoring addition to a simple sugar syrup that can be mixed into store-bought vanilla ice cream or dripped on cake

or cookies. Hard to believe, but tomato pasta sauce made with the usual spices of oregano, basil, garlic, etcetera, becomes a work of art when one tonka bean is added.

Tonka Pineapple Cake

- 1/4 Cup water
- 1/2 Cup brown sugar
- 1/2 tonka bean, grated
- One yellow or white package cake mix
- 1/4 Cup pineapple juice
- 6 rings of fresh pineapple

In a small pot, combine water and sugar and bring to a boil, stirring until it is a syrup. Add grated tonka bean and cook for ten minutes. Set aside and cool. Make package cake, substituting the pineapple juice for part of the water required. Put pineapple rings on the bottom of a greased round or square cake pan. Pour in cake batter. Drizzle tonka bean syrup through the cake batter. Do not stir it in, as it should stay as distinct flavor lines. Follow baking directions and permit to cool thoroughly before turning cake over to remove pan.

Tonka Delight

- 1 quart of water
- 2 pounds confectioner's or powdered sugar
- 1/4 pound bitter cocoa powder
- peels from two oranges
- 3 tonka beans
- 1 litre of clear rum

In a big pot heat water, dissolve sugar, and boil for 15 minutes, stirring constantly. This will produce a thick syrup. Cool slightly before stirring in the cocoa powder a little at a time to avoid any lumps. Add orange peels and bring to a boil stirring constantly so it doesn't stick and burn. (That would ruin the taste!) Boil for 20 minutes and then add the tonka beans and boil for 15 more minutes. Cool. When the syrup has cooled, stir in the rum. Strain as you funnel it into sterilized bottles. Store in a dark place or refrigerate. This cocoa-orange liqueur makes an excellent holiday gift.

Tonka Rice Pudding

- 2 cups cooked rice
 - 1/2 Cup brown sugar
 - 2 egg whites
 - 2 Cups milk
 - 1/2 tonka bean, grated
- Combine all ingredients, pour into a buttered oven-proof dish and bake covered at 350°F for 40 minutes. Uncover and bake for ten minutes more, or until top starts to brown.

Tonka Mango Cake

- 2 Cups cake flour
- 1/2 teaspoon baking soda
- 1/2 teaspoon baking powder
- 1 teaspoon freshly grated tonka bean pinch salt
- 2 Cups sugar
- 1/4 pound butter, softened
- 3 large eggs,
- 1 teaspoon vanilla extract
- 1 Cup sour cream,
- 3 or 4 ripe but not soft mangos, peeled, seeded and sliced

Combine all dry ingredients and add gradually to the butter. Beat in one egg, and half the sour cream, then the other egg and the remaining sour cream, until all are mixed into a smooth batter. Pour into greased cake pan and add mango pieces. Bake at 350°F for half an hour.



All it needs is well-drained soil. It bears after five years and the beans can be harvested for about a year after they have matured. Tonka trees have been carbon dated to prove they are one of only four species that live over a thousand years!



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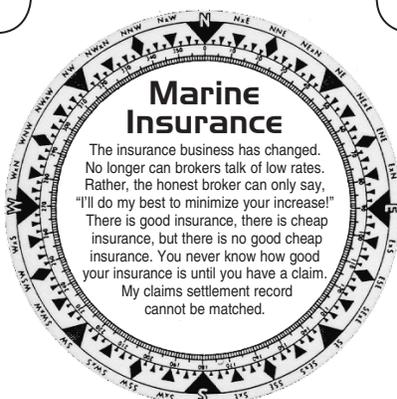
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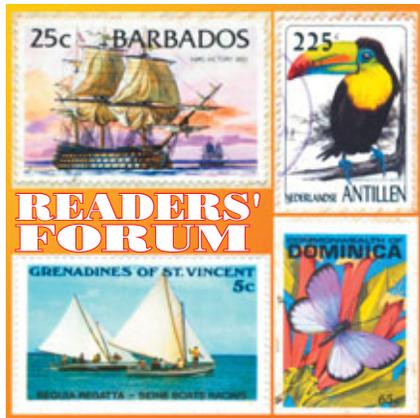
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Dear Compass Readers,

In the past few issues of *Compass*, I have noticed mention made of "no wind" or very light airs in various regatta reports and cruising stories. These calms are not unexpected. Every year, sometime between the last few days of April and the first week in May, there is a three-to-five day period of calm or strange wind. I have been in the Caribbean in this period of time for 50 of the last 51 years and this has always happened, but when it happens and why, no one has ever been able to explain. Some people say it does not happen at all, but I have sailed an engineless boat (either *Iolaire* or *Li'l Iolaire*) for 46 of those years so I am well attuned to the weather.

On another matter, for my latest book, I am seeking current information about sailing eastward from the Panama Canal into the Caribbean. If you have recently sailed from Panama eastward along the Colombian coast, or northeastward toward Jamaica and Hispaniola, up-to-date details of the anchorages and marinas you visited, and conditions encountered on the passages you made, would be most appreciated. You can contact me at streetiolaire@hotmail.com.

Many thanks in advance for any information you can provide.

Don Street
 Glandore, Ireland

Dear Compass,

Thanks very much for the article about the Caribbean yachting industry's problems and strengths in the July issue. While there were no real surprises, it was good for the record to see the pros and cons laid out clearly by the professionals.

While I am not a yachting industry professional, just a lowly long-time cruiser, may I add my two-cents worth?

To me, the biggest problem on the Caribbean yachting scene today is socio-economic. In the 1980s, the middle and working classes in the US were thriving, and schoolteachers, small-business owners, nurses and cops bought moderate-sized but well-found boats and happily cruised the Caribbean in droves. We supported myriad businesses and individuals working in yacht-related and other fields throughout the region. However, in today's post-recession (we hope) world it is estimated that the richest one percent of Americans controls 40 percent of that nation's wealth. The virtual

disappearance of the US middle class and the impoverishment of the working class mean a reduction in the number of us "bread and butter" cruisers, simultaneous with the rise of the mega-yacht bubble.

Mega-yacht owners go straight from their gated homes to gated docks to board their floating palaces where a staff of domestic servants is now called "crew". (Sorry, but to me, giving on-board massages and serving cocktail canapés does not make you a seaman.) Mega-yacht owners congregate only in a few specific places where it is chic to "see and be seen". Mega-yacht owners do not spend their money out and about in a wide range of small island communities like we middle-class cruisers do, and they don't socialize with local people the way typical middle-class cruisers do. As far as I have seen, even the mega-yacht servants — er, crew — generally socialize with other mega-yacht crews, and the only things they know about the ports where they call are the cell number of the gourmet provisioner (everything flown in from Miami, of course) and where the nightclubs are where they can blow off steam after weeks catering to the whims of the uber-wealthy. Speaking of mega-yacht crews, they mostly seem to be Australian these days; are no Caribbean people hired?

Sadly, the pendulum is swinging back toward "yachting" being perceived by the locals as an elitist activity, with the attendant polarization between "us and them", whereas up until the '90s it was increasingly democratized.

I hope more boaters of modest means realize that you still don't have to be a gazillionaire to enjoy sailing some of the best waters in the world.

**Please sign me,
 Middle-Class Cruiser**

Hello Compass Readers,

I just wanted to share a little experience Mark and I (with visiting family) had while in St. Lucia during the first week of July. So, just FYI: When moored in between the Pitons, the official boat of the SMMA (Soufrière Marine Management Area) came by as always, collecting the park fees. We paid the fee, which covers two nights, although we asked to pay and stay for one night.

On the visiting boat were a park ranger and... a Customs officer. Not good news when you haven't paid the extra "permit to moor" fee! Anyway, this official stepped aboard (without asking permission and with black shoes) and requested the boat's paperwork. We knew what was coming: "You don't have a permit to moor?" "No, sir!"

We had two options: go to the Customs office first thing the next morning and pay the extra EC\$25 or leave Anse des Pitons. We moved around the corner to Malgretout Beach.

The presence of the Customs officer might have been a random event, but, cruisers be warned. We got away with not paying for the permit to moor in previous years, but I guess the word has spread and rules are rules, of course.

What bugs us is the way they are enforced or the way we are treated sometimes. When we add the unfriendly service when checking into and out of Rodney Bay (worse than other years this summer) and the ever-growing presence and aggressiveness of boat boys (e.g. a fruit guy in Rodney Bay yelling at us for saying "We're okay right now, thanks" and being "forced" to give a guy on a kayak in Anse Cochon rum or beer before he would finally detach himself from our boat and leave) during our recent visit and experiences in St. Lucia, we are happy to sail west this year, in search of new horizons and friendlier encounters.

**Liesbet Collaert
 S/V Irie**

Dear Compass,

Another discovery along a path less traveled: the south coasts of Haiti and the Dominican Republic.

We think cruisers will be delighted with where we are now — Ile à Vache, an island off Haiti's south coast. Modern life with cars, trucks, electric wires everywhere, car sirens and loud music has not come to this island. Let's hope it never does.

The nights are lovely and peaceful with only the moon and stars to hold your attention. The island is green and lush with tropical fruits everywhere for the picking. The people are poor, but it does not seem the grinding, depressing poverty seen elsewhere, perhaps because nearly everyone



Where are Mom and Pop? A cruiser worries that the mega-yacht phenomenon will once again brand Caribbean yachting as an "elitist" activity

is in the same class. There is no lighter-skinned overlord class. As a result the people are upbeat and happy despite their meager means.

—Continued on next page

—Continued from previous page

Children laugh and play, adults greet each other cheerfully, and greet visitors, too.

Here you can snorkel, hike, enjoy fine, white sand beaches and explore. It is safe for people and their boats. Young men are eager to do any kind of general boat work for very reasonable prices. This is not skilled labor, but give a little guidance and demonstration of how you want work done, and that's it. It will be done and done well. These people are focused, serious hard workers who value work well done.

Tonight we had a delightful evening meal in a very small, modest beachfront restaurant named Kaliko. Owner John John serves authentic Haitian dishes prepared perfectly and served with good Haitian beer. Kaliko is in the best anchoring bay for cruisers, Port Morgan on the northwest corner of the island.

We had planned a stop of a day or two for rest, but we don't want to leave so soon now. We invite cruisers to include this unusual, lovely island on their cruising plan. You will love it.

William and Soon Gloege
S/V Gaia, Morgan 38
Homeport San Francisco

Dear Compass,

Just an update on my trip to Haiti. It has been incredibly fruitful both in providing immediate aid as well as developing sustainable solutions. OceansWatch (www.oceanswatch.org/north-america) has been introducing and developing use of solar for cooking, composting toilets for sanitation and other teaching related to fish management, forest management, and skills to 'fix' things. I am gathering leftover supplies from a recent cholera outbreak here in Ile à Vache that I will take to La Gonave, an island on the west coast off of Port-au-Prince that now has an outbreak. Other sailboats have come bringing aid and supplies while I have been here. I was able to bring prosthetic limbs from Falk Prosthetics and found a skilled volunteer working with Medical Teams International who can fabricate the needed parts to make them useful in Aux Cayes. This is such an important vital program to help in these islands where there are few resources, little government support, and tremendous need. It is just amazing what can be done by boat, given the skills and sustainable resources on most sailing vessels. Wind and solar power, desalination, and plenty of tools are often very needed in these isolated islands.

One of the most important things we are learning is how effective sailors are on their sailboats to help folks in island coastal communities. Their worlds are often isolated with fewer resources and education and sailors have much to offer. The rewards for sharing of our knowledge and even the old tools in our toolbox are amazing. It is a wonderful way to experience the islands. As I travel I have met many boats that are out there doing this kind of work. Star of the Sea run by Bob Nichols was here dropping five tons of food and will return, helping to bring supplies for some OW projects in the fall. A French catamaran came in with supplies for Sister Flora's orphanage. Michael Gardner with Good Samaritan Foundation also has a boat coming with supplies for projects here. Our hope in OW is to support those doing these works as well as to develop sustainable solution projects.

Thank you.

Donna Lange, Executive Director
OceansWatch North America
S/Y Inspired Insanity

Dear Compass,

On behalf of the Corpus Christi Carmelites, Board of Management, staff and children of St. Benedict's Day Nursery and Children's Home in St. Vincent, I wish to express a special thank you to all the *Compass* writers who have contributed to the upkeep of the less fortunate children in our care.

We will always appreciate your generous support and concern. You are always remembered in our prayers offered on behalf of our benefactors. May God continue to bless and reward you for your interest and generosity.

Yours sincerely,

Sister Nyra Anne Pajotte, Administrator
St. Benedict's Day Nursery and Children's Home
Georgetown, St. Vincent & the Grenadines
www.stbenedictshome.org

Dear Compass Readers,

I was asked, "Why St Lucia?" So I said, "I just followed the sun!" I visited St. Lucia in 2004, fell in love with the island and came back in 2005. Over the years I spent more and more time in St Lucia getting to know many, many people.

It all started at the St. Lucia Yacht Club with a barbecue I was invited to. I liked the socializing there, so I became a member. At the Christmas Sailing Festival 2006 I started to take pictures of the event and of many other events after that. I was just so enthusiastic that I actually invited visitors to become Yacht Club members as well.

From one thing came another, so I was elected as the SLYC Membership Secretary in November 2007. Slowly but surely I took on more voluntary tasks and in 2009

I gave the Membership Secretary role to another volunteer and became the Social Secretary of the club.

I enjoyed taking pictures from the events and publishing them on the web albums; editing the SLYC website was fun, doing daily updates on Facebook was always a challenge, and e-mailing the members to inform them regarding events we were organizing was very much appreciated by them. Sure the sponsors don't like to receive requests for support, but I do thank all of them, as they are very valuable for the club. The relationship with the media was wonderful, with Sally from the *Caribbean Compass*, Gary from *All at Sea*, and the local press.

The highlight every year is surely the ARC (Atlantic Rally for Cruisers); the annual ARC Flotilla in November was the event I loved the most. Every year more and more boats participate, with a record of 50 yachts in 2010! It's a huge challenge for the club to organize and I am very proud of the result. The Inaugural Carols Afloat, Christmas flotilla 2009 was also a success; unfortunately the 2010 one actually "drowned" due to pouring rain.

I was asked to help out at St. Lucia's Billfish Tournament 2010 as well. It was very fascinating to take pictures of the start of the tournament from the



helicopter and help out during the festivities in St. Lucia and Martinique.

It was a challenge as a volunteer to work together with Marine Industries Association of St. Lucia, Saint Lucia Tourist Board and World Cruising Club during the ARC, and with IGY Rodney Bay Marina throughout the year. Thanks to Adam Foster, Portia Mogal, Edwin Chavez, the dock staff, and everybody else from IGY.

I'd like to thank the St. Lucia Yacht Club, IGY RBM and ARC, because through them I have met so many people over the years and many of them became friends. Also members of the Barbados Cruising Club, the Barbados Yacht Club and the Yacht Club de la Martinique are on this list. It was always fun to see them in St. Lucia or at their location.

Well, I've got to do what I've got to do, if I like it or not, so I have gone back to my homeland. I sure hope to come back one day for a visit or two, as I will sincerely miss all of this!

Danielle de Rouck, former Social Secretary
St. Lucia Yacht Club

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We want to hear from YOU!

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WHAT'S ON MY MIND

Boarding, Assault and Robbery at Tobago Cays

by Allen and Kate Barry

What Happened

On July 2nd we left Salt Whistle Bay, Mayreau and by 10:45AM were anchored south of Baradel Island in the Tobago Cays, as close to the reefs as depth allowed. Nine feet deep, all sand, no grass beds and stingrays darting about the bottom. The weather reports called for some squally conditions but of moderate intensity. Due to the weather forecast, some yachts left the Cays for more protected anchorages. Our spot was secure and fairly comfortable in such conditions. There remained only four yachts visible to us in this very large anchorage. Over the previous few days there had been lots of VHF traffic among the boats and it was no secret where boats were heading and when they were going.

Night came on very dark with no moon and the wind and chop had increased as a tropical wave was passing through. It was not a quiet night: there was the wind, the surf breaking on the reef, the chop lapping at the hull, the ground tackle groaning now and again, and various other boat sounds.

About 10:00PM Allen was below deck reading and thought he heard a slow-running outboard motor. He grabbed the big four-cell flashlight went on deck and shined it about. He caught a glimpse of a small boat motoring away. The sound faded and he saw nothing further but kept looking around. Maybe only ten minutes later, there was a sound at the bow and Allen, who was again below, came on deck and saw two men wearing masks board the boat. One raced down the deck toward Allen, carrying something in his hand.

Allen went back below and grabbed the first heavy object he found, which was the four-D-cell flashlight, about 14 inches long. He also yelled for Kate who had just gone to bed. Allen started back up the companion stairs, which were now blocked by one of the boarders. Allen repeatedly struck the man, using the flashlight, and kept screaming, "Get off my boat, you motherf***er". Allen kept yelling at the top of his lungs and hitting the boarder over and over. The boarder was trying to force his way below by kicking or stomping Allen in the chest, arms and face. The struggle allowed Kate enough time to get to the VHF radio and put out a distress call, which was picked up by a few yachts. The man Allen was fighting with was screaming, "I'm going to kill you, motherf***er", over and over. We were making a lot of noise and the vessel anchored closest to us heard both the commotion and the VHF call.

The man attacking Allen got hold of the flashlight about the same time Kate finished the VHF call. Kate then attacked him with her fists and he clubbed her over the head with the flashlight. The blow split the skin on Kate's scalp and blood flowed from her head over her neck, shoulders and back. The second assailant was now pointing a gun at Kate's head and the first assailant had a knife to Allen's throat. Allen had been knocked into the nav station during the struggle.

The VHF came alive and very loud. Still on VHF 16, the occupant of the boat that could hear the struggle began broadcasting loudly: "A vessel is being boarded and attacked in the Tobago Cays!" She kept repeating the message over and over, loud and agitated. It had the effect of unnerving the assailants, as their act was being witnessed and reported, even though no rescue could possibly arrive for hours. But it made them very nervous and anxious to leave.

The main assailant, with knife to Allen's throat, kept screaming, "Where do you hide your money, motherf***er?" "You can die tonight, motherf***er." Over and over...

Allen led him to the V-berth, opened a cabinet and pulled out a zippered leather satchel that had a dollar sign on it. Allen opened it and pulled out three envelopes: one was labeled US\$, one EC\$, and one EURO. "Where is the rest of your money, motherf***er?" as he pushed the knife a little harder. "That's all, that's all... No, there is a little more on the nav station." We went there and he snatched the change purse that was pointed out to him. They were anxious to leave. The VHF was still broadcasting the event.

The assailants left Kate sitting and bleeding on the galley sole and took Allen on deck with the knife still pressed into his neck and still threatening and screaming about dying and killing. Allen thought that they would knife him on deck or at least throw him in the water, and was trying to make a plan.

What they did was board their boat and get away fast. Allen saw the boat but it looked like all the other pastel-painted small runabouts that are built and used here and it was dark and Allen was a little beat up.

They were gone. We could see the direction they headed but sure don't know where they went.

We now had VHF contact with several other yachts, including friends anchored at Clifton Harbour, Union Island. We don't have a cell phone, but our friends at Union Island did and called the authorities and some local contacts in the tourism business. The police asked that we come to Union to file a report. It was about midnight and the idea of raising anchor and negotiating the unlit and unmarked reefs that make this place so beautiful was absurd. Our friends insisted to the police that they must go to the scene to be sure we were okay, make a report, do a patrol and reassure the other boats. Our friends stressed that this was a serious crime — a violent, armed assault in which people were injured — not a petty theft.

So the police did come. At about 1:30AM a Park Service boat with no lights but flashlights approached us. There were six onboard. We think four were police and two were Park Service. One of the police, Owen, seemed to be the man in charge. A report of sorts was made on wet folded scraps of paper. They took our names, boat name, how much was stolen and whatever information we could provide about the assailants, which was very little. We were impressed that at that hour of the night, the authorities managed to assemble a boat and six officers and travel in poor weather to respond to this incident. The officers were kind and concerned people and would do whatever they could for us, but there was really nothing to do. They visited one other boat in the anchorage, the one closest to us who heard the commotion and made the VHF broadcasts.

Then they were gone too. Before we went to bed, we locked up the boat. Hadn't done that in years.

Matters of Interest

- The single most important event in driving the assailants from the boat was the loud and repeated broadcast they were hearing on the VHF. Of the four other yachts in the anchorage, apparently only one was monitoring VHF 16.
- Only the closest yacht heard any commotion. A large, professionally skippered yacht directly downwind of us saw and heard nothing.

—Continued on page 44

CALENDAR

AUGUST

- 1 Public holiday in many places (Emancipation Day) and Jamaica (Independence Day). Kadooment Day celebration in Barbados
- 1 - 2 Public holiday in Antigua & Barbuda (Antigua Carnival) and the BVI (Festival Monday and Tuesday)
- 2 Governor vs. Premier Island Sloop Shootout, BVI
- 2 Public holiday in St. Kitts & Nevis (Culturama)
- 3 Public holiday in the BVI (Festival Wednesday)
- 6 Marigot Bay Race, St. Lucia. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, www.stluciayachtclub.com
- 6 - 7 Windward Fête, Lorient, St. Barth's (boat races and fishing tournament)
- 8 Public holiday in Anguilla (Constitution Day)
- 8 - 9 Grenada Carnival
- 12 - 14 Aruba Rembrandt Regatta. www.aruba-regatta.com
- 13 FULL MOON
- 15 Public holiday in Haiti; public fête in St. Barth's (Assumption Day)
- 24 St. Barthélemy Day, Gustavia, St. Barth's (boat races, music)
- 25 St. Louis Fête, Corossol, St. Barth's (boat races, music)
- 27 Great Race (powerboats) from Trinidad to Tobago
- 28 Fishermen's Beach Fête, Castara, Tobago
- 31 Public holiday in Trinidad & Tobago (Independence Day)



CASIMIR HOFFMANN

SEPTEMBER

- 3 - 4 (tentative) St. Croix East End Marine Park Benefit. www.stx-eastendmarinepark.org
- 4 - 11 58th San Juan International Billfish Tournament, Puerto Rico. Club Náutico de San Juan. www.sanjuaninternational.com
- 6 Public holiday in Bonaire (Flag Day)
- 10 Public holiday in Belize (St. George's Day)
- 10 - 11 Back to School Regatta, BVI. Royal British Virgin Islands Yacht Club, tel (284) 494-3286, sailing@royalbvlyc.org, www.rbvlyc.org
- 12 FULL MOON
- 16 Public holiday in St. Kitts & Nevis (National Heroes' Day)
- 17 International Coastal Clean-Up Day, Underwater Clean-Up, Bonaire. www.dive-friends-bonaire.com/clean_up_dives
- 19 Public holiday in St. Kitts & Nevis (Independence Day)
- 21 Public holiday in Belize (Independence Day)
- 23 Autumnal Equinox
- 24 Public holiday in Trinidad & Tobago (Republic Day)

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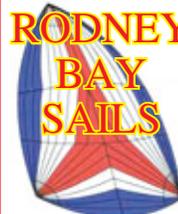
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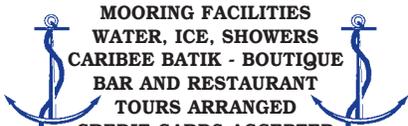


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NADINE SLAVINSKI

—Continued from page 40

... Robbery at Tobago Cays

- Although news of the event was widely reported on the radio nets (including French), on some Facebook pages, and through numerous VHF "PAN" broadcasts from us and others, there are many who never heard about it.
- Knowing that news travels fast and often gets quite distorted, we e-mailed family and friends ASAP to let them know we're okay.
- The support and concern we received from the small community of cruisers who helped us during and after the event could not have been more genuine or more generous.
- We contacted the SVG Ministry of Tourism and received a swift and personal reply. We have since exchanged several e-mails with the Chairwoman of the SVG Tourism Authority, Lucille Cozier. She has expressed outrage at the event, offered kind and supportive words, and has asked if there is anything she can do for us. She gave us her phone number. She is of course aware of the impact and knows that news of such an event travels very fast — much faster than good news.

What We Should Have Done at That Time

- Although unlit local boats fishing or transiting at night are not uncommon, this one seemed out of place. At the moment Allen first realized there was a boat in the area he should have done the following:
 - Called Kate to make a VHF call to all vessels, alerting them of possible danger or incident. Ask them to turn spotlights on our boat and scan the area.
 - Stayed on deck with high-power lights and continued to search the area and shine the light on other yachts to get their attention. Turned on the electric horn and let it blast, and sounded the air horn repeatedly to get the attention of other yachts. To discourage a potential boarding, we think an abundance of light and noise is a good start.

What We Could Have Done Ahead of Time

- Installed a "panic button" that turns on lights and sound devices and can be activated from more than one location.
- Had on hand some of the debilitating sprays, e.g. hornet spray, including some that shoot a long way.
- Installed alarms as appropriate to the boat, e.g. motion detectors.

Our Response and Emotional Wellbeing

During the event we seemed to operate on automatic. We don't recall fear; there was no time for it. It was all action, and very fast at that. We fought until there was no more point in it, then more or less went along with what the assailants wanted — which was money. When they left and we were okay, we did practical things like

wash up blood and inspect wounds. We were on the radio a lot of the time. The one neighbor who heard the attack offered to come over but we declined, as it was a poor night to launch a dinghy and travel. We appreciated the offer.

We don't wake up at night with the memory of this. We are not suspicious of every local boat we see. And we want to continue onward. We always knew this could happen. It could have been much worse. We could have been hurt or killed. We could have been emotionally traumatized. We could have been, but we were not.

If this had happened early in our cruising experience it may have been more unsettling. We have been living aboard and cruising for about 20 years. We've spent a few thousand nights at anchorages, some active and bustling like Hong Kong and others remote and quiet like New Caledonia's reefs. We know there are risks with this lifestyle and we willingly take them, on the boat and off. We've meandered through some 35 countries: clearing in and clearing out, learning the customs and a little of the language, figuring out the bus systems and the currencies. It is our life and we like it.

The people of this planet are extraordinarily kind and generous and they invite us into their lives and share their meals and their world. From a little Masai village in the Serengeti to an engineer's elegant home in Borneo, we have been welcomed. This is the life we chose.

We have always liked the following prose:

*I see before me fathomless depths
And far flung distances; vastness beyond vast
I see names of places, transcendental spaces, strange faces
I see routes across the earth
Well-tracked routes of famous people
They say "Come, I have been here, the way is not safe,
But death stalks surely where you now reside
And boredom, death's brother."* — Unknown

Editor's note: As this issue of Compass goes to press (July 25th) we have received news that two men from Mayreau are now in custody in relation to this incident.

An article in the July 15th issue of the local Searchlight newspaper quoted St. Vincent & the Grenadines' Minister of Tourism, Saboto Caesar, as saying that SVG police will be increasing day and night patrols on Union Island and also increasing the presence of the Coast Guard in the Southern Grenadines. The article further reported that the police also intend to set up a sub-station on Mayreau and reinforce the Rapid Response Unit on Union Island.

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Carabe Greement	Martinique	MP	Grenada Marine	Grenada	7	Perkins Engines	Tortola	27	West Palm Hotel	Trinidad	MP
Carabe Yachts	Guadeloupe	39	Grenadines Sails	Bequia	28	Porthole Restaurant	Bequia	MP	WIND	Martinique	MP
Carib Power	St. Maarten	39	Heineken Regatta	Curacao	14	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	23
Caribbean Marine Assoc.	C/W	18	Integra Coatings	Trinidad	8	Red Frog Marina	Panama	10			
Caribbean Marine Electrical	Trinidad	MP	lolaire Enterprises	UK	37/38	Renaissance Marina	Aruba	6			
Caribbean Propellers Ltd.	Trinidad	MP	Island Water World	Sint Maarten	48	Sea Hawk Paints	CW	11			

MP = Market Place pages 42 to 44
CW = Caribbean-wide



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