

C A R I B B E A N

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COMPASS



SEPTEMBER 2011 NO. 192

The Caribbean's Monthly Look at Sea & Shore



CARRIACOU REGATTA 2011

See stories on page 14 & 15

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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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Editor.....Sally Erdle
sally@caribbeancompass.com

Assistant Editor.....Elaine Ollivierre
jsprat@vincysurf.com

Advertising & Distribution.....Tom Hopman
tom@caribbeancompass.com

Art, Design & Production.....Wilfred Dederer
wide@caribbeancompass.com

Accounting.....Shellese Craig
shellese@caribbeancompass.com

Compass Agents by Island:

Antigua: Ad Sales & Distribution - Lucy Tulloch
Tel: (268) 720-6868 lucy@thelucy.com

Barbados: Distribution - Doyle Sails
Tel/Fax: (246) 423-4600

Curaçao: Distribution - Budget Marine Curaçao
curacao@budgetmarine.com Tel: (598) 462 77 33

Dominica: Distribution - Hubert J. Winston
Dominica Marine Center, Tel: (767) 448-2705,
info@dominicanmarinecenter.com

Grenada/Cariacou/Petite Martinique:
Ad Sales & Distribution - Karen Maaraoui
Cel: (473) 457-2151 Office: (473) 444-3222
compassgrenada@gmail.com

Martinique: Ad Sales & Distribution - Isabelle Prado
Tel: (0596) 596 68 69 71, Mob: + 596 696 74 77 01
isabelle.prado@wanadoo.fr

Puerto Rico: Ad Sales - Ellen Birrell
787-504-5163, ellenbirrell@gmail.com
Distribution - Sunbay Marina, Fajardo
Olga Diaz de Perez
Tel: (787) 863 0313 Fax: (787) 863 5282
sunbaymarina@aol.com

St. Lucia: Ad Sales & Distribution - Maurice Moffat
Tel: (758) 452 0147 Cell: (758) 720 8432.
mauricemoffat@hotmail.com

St. Maarten/St. Barths/Guadeloupe:
Ad Sales & Distribution Stéphane Legendre
Mob: + 590 690 760 100
stlegendre@wanadoo.fr

St. Thomas/USVI: Ad Sales - Ellen Birrell
787-504-5163, ellenbirrell@gmail.com
Distribution - Bryan Lezzama
Tel: (340) 774 7391, blezama1@earthlink.net

St. Vincent & the Grenadines:
Distribution - Doc Leslie Tel: (784) 529-0970

Tortola/BVI: Ad Sales - Ellen Birrell
787-504-5163, ellenbirrell@gmail.com
Distribution - Gladys Jones
Tel: (284) 494-2830, Fax: (284) 494-1584

Trinidad: Ad Sales & Distribution - Chris Bissondath,
Tel: (868) 222-1011, Cell: (868) 347-4890,
chriss@yahoo.com

Venezuela: Ad Sales & Distribution - Patty Tomasik
Tel: (58-281) 265-3844 Tel/Fax: (58-281) 265-2448
xsadumarine@hotmail.com

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Cover photo: Davon Baker gathered images at the multi-faceted 46th Annual Carriacou Regatta Festival



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

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Info & Updates

NOAA Updates Hurricane Predictions, Caribbean Prepares

Last month, the US National Oceanic and Atmospheric Administration (NOAA) issued its updated 2011 Atlantic hurricane season outlook, raising the number of expected named storms from its pre-season outlook issued in May. Forecasters also



Remember 2008? It was as active as this year's new projection, with 16 named storms, including eight hurricanes and five major hurricanes. This image shows simultaneous Fay, Gustav and Hanna

increased their confidence that 2011 will be an active Atlantic hurricane season from 65 percent in May to 85 percent. NOAA's Climate Prediction Center updates its Atlantic hurricane season outlook every August. Gerry Bell, Ph.D., lead seasonal hurricane forecaster at the Climate Prediction Center, said, "Storms through October will form more frequently and become more intense than we've seen so far this season."

Across the entire Atlantic Basin for the whole season — June 1 to November 30 — NOAA's updated seasonal outlook projects, with a 70 percent probability, a total of 14 to 19 named storms (top winds of 39 mph or higher), including seven to ten hurricanes (top winds of 74 mph or higher), of which three to five could be major hurricanes (Category 3, 4 or 5; winds of at least 111 mph). These ranges extend well above the long-term seasonal averages of 11 named storms, six hurricanes and two major hurricanes.

As this issue of *Compass* goes to press, Hurricane season 2011 has made the record books by having had eight tropical storms so far without any reaching hurricane status. So if the predictions are correct, the next couple of months will be busy with hurricane watches.

Meanwhile, the Caribbean Catastrophe Risk Insurance Facility (CCRIF) is helping Caribbean nations prepare for the expected tropical cyclones. This assistance takes two forms. The first is that CCRIF has made available its Real-Time Forecasting System (RTFS) to all its members. The RTFS is a storm-impact forecast tool which provides users with real-time hurricane hazard and impact information and can support users in effective disaster preparedness and response, evacuation decision making, and planning for pre-positioning of equipment and supplies, as well as in contingency planning to secure critical infrastructure and operations prior to a hurricane.

The second form of assistance provided by CCRIF relates to the provision of training in the effective use of the RTFS. During July, in collaboration with the Caribbean Institute of Meteorology and Hydrology and Kinetic Analysis Corporation, CCRIF provided two sets of training on the RTFS. Seventy-eight persons from 18 countries in the Caribbean region participated in the two-day online training course. Participants included personnel from disaster-management departments and meteorological offices, ministries of planning, agriculture and finance, as well as a number of international development agencies working in countries across the region in disaster risk management.

CCRIF was developed through funding from the Japanese Government, and was capitalized through contributions to a multi-donor Trust Fund by the European Union; the World Bank; the governments of Canada, the UK, Ireland, Bermuda and France; and the Caribbean Development Bank; as well as through membership fees paid by participating governments: Anguilla, Antigua & Barbuda, the Bahamas, Barbados, Belize, Bermuda, the Cayman Islands, Dominica, Grenada, Haiti, Jamaica, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, Trinidad & Tobago and the Turks & Caicos Islands.

Yachts & Grenada's Beausejour/Molinier Marine Protected Area

MAYAG reports: Grenada's Beausejour/Molinier Marine Protected Area was launched last year and encompasses Beausejour, Flamingo and Dragon Bays, as well as Molinier Bay — the home of the world's first Underwater Sculpture Park created by Jason deCaires Taylor and currently being maintained and developed by a Grenadian team.

—Continued on next page

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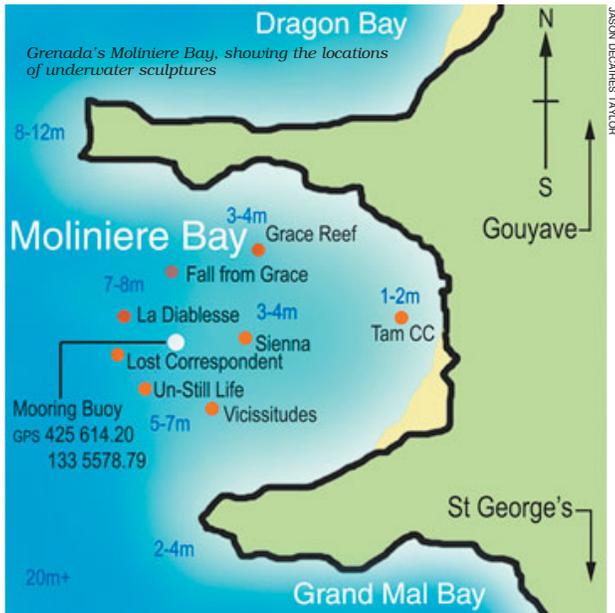
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photo: www.yachistsdsvi.com

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The objectives of the MPA are to protect the biodiversity of the area, and ensure the many different groups using the area can do so without conflict. While the MPA falls under Grenada's Department of Fisheries within the Ministry of Agriculture, it is managed by a Stakeholder Committee that includes representatives from the Marine and Yachting Association of Grenada (MAYAG), the Grenada Board of



JASON DECARRES TAYLOR

Tourism, local residents and fishing interests, dive and snorkel tour businesses and the Grenada Port Authority.

This area is heavily used by both tourists and Grenadians, and a means of controlling and coordinating its use has been planned for some time. It is a regular snorkel stop for day charter catamarans, the location of a number of popular dives, a rich

fishing ground, a beach recreation area and of course these bays are used as anchorages.

So what does the MPA mean for yachts?

Anchoring is not now permitted anywhere within the MPA boundaries — marked by white demarcation buoys. This applies to all boats: dinghies, yachts and the local fishing boats.

Red moorings are for commercial (dive, snorkel tour) boats, and white moorings are for cruisers and charter yachts. There are four yacht moorings in Flamingo Bay, one in Dragon Bay and five at the very northern end of Grand Mal. All are in deep water, and have been placed such that the mooring lines cannot damage coral heads or reefs as the boat swings.

Moliniere Bay is a focal point for the big snorkel and day-tour yachts. Given they are generally on a tight time schedule and often carry inexperienced swimmers and snorkellers, all moorings within Moliniere Bay itself are for these commercial vessels. Those on yachts wanting to snorkel the sculpture park should use the moorings just south round the headland in Grand Mal. A dinghy mooring has been placed off the small Moliniere beach to enable yachts to dinghy to the area and secure their dinghy without beaching or anchoring.

Fishing from yachts is not permitted. Local fishermen are allowed to operate seine nets (the moorings have been placed to enable this to take place without disturbing yachts) and line fish from the rocks, but spearfishing is prohibited.

Scuba diving is permitted only with authorized dive operations.

The moorings are for short-term use only and you are asked to use your holding tank or not empty the heads while you are there.

For cruisers or charter yachts heading north to Carriacou who want to get an early start, the five moorings at the northern end of Grand Mal can be used for an overnight stop. Again, you are asked to limit discharge from your boat.

Fees have been waived to date, but fees will soon be charged for all users, including yachts using moorings. The yacht mooring fee is US\$10/EC\$27. Wardens (in bright orange 'MBMPA' T-shirts) patrol the area in a clearly marked boat, so feel free to ask them about the area and the MPA.

Any project of this type will necessitate compromise when there is such a large and diverse usage of a relatively small area. Yachting interests have been involved in the group setting up the MPA, and the rules and regulations will be reviewed over time to ensure the objectives of the MPA are being met.

If you have feedback, suggestions or questions, please e-mail them to mayagadmin2@gmail.com.

SVG 'Boat Boys' and Tour Guides Build Capacity

Seven waterfront yacht service providers — popularly known as 'boat boys' — from Bequia, Union Island, Mayreau, Canouan, Cumberland, Chateaubelair and Wallilabou, sailed from St. Vincent to St. Lucia on July 28th. The waterfront service providers, who ply their trade throughout the ports and bays of St. Vincent & the Grenadines, visited St. Lucia on a two-day study tour. The objective of the tour was to enhance service and build capacity for sustainable livelihood in the yachting sector. The participants were chosen from a group that attended all of a series of training sessions, which covered customer service, tourism education, conflict management and conflict resolution, put on by the SVG Ministry of Tourism prior to the trip.

—Continued on next page

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CrewsInn Hotel and Yachting Centre is a safe and peaceful harbour outside of the hurricane belt, naturally protected by the lush mountains of the Northern Range. As one of the most modern Marinas in the region, it is a fond favourite for yearly and transient guests due to its first class service and community appeal. Excellent repair facility on site, with the largest capacity travel lift in the southern Caribbean (200 metric tons) with covered space up to 70,000 sq ft.

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31 - 180	\$0.47	\$0.56	\$0.84	\$1.12	\$0.56	\$0.67	\$1.01	\$1.34
180+	\$0.40	\$0.48	\$0.72	\$0.96	\$0.48	\$0.58	\$0.87	\$1.16

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They were George Small of Chateaubelair (see "Chateaubelair: Two Days with George" by Mark Denebeim in last month's *Compass*), Joseph "Logie" Morris of Cumberland Bay, Frankly "Speedy" Quow of Wallilabou, McCarthy Lewis of Bequia, Felix Joseph from Canouan, Hollace "Black Boy" Franklyn of Mayreau, and Vice President of the Southern Grenadines Water Taxi Association, John "Mr. Fabulous" Hypolite from Union Island.

The study tour gave participants an opportunity to gain first-hand experience of



best practices in the region that they can apply to their trade. They participated in interactive sessions with waterfront service providers in St. Lucia and in introductory training sessions on excellent service delivery. They also visited various tourism sites, ports and marinas. While in St. Lucia, they were hosted by the St. Lucia Tourism Board, with assistance from Nigel Mitchell, Director of the St. Lucia Tourism Development Programme. The SVG waterfront service providers were accompanied by Administrative Officer Raquel Hamlet and Executive Officer Camille Soleyn from the SVG Product Development Unit in the Ministry of Tourism and Industry.

The SVG Ministry of Tourism has embarked on this initiative through funding received from the European Union and assistance given by John West of TMM (St. Vincent) Ltd. and Mary Barnard of Barefoot Yacht Charters, who provided two skippered yachts for the SVG waterfront yacht service providers to travel to and from St. Lucia.

The 'boat boys' initiative followed the first-ever Marine Safety training course for tour guides held in SVG. From June 20th through 24th, 17 tour guides were trained in water safety topics including raising an alarm, water survival, communication and CPR by SVG Coastguard officers Franklyn John, Anthony Delpeche and Brangurion Glasgow. The goal of the training was to better equip tour guides to manage their tour parties in a hospitable manner while ensuring the safety and security of all in the party. The training was part of the new tour guide certification and licensing program developed by the SVG Tourism Authority.

Lost and Found!

Richard Baptiste reports: *Sweetie Pie*, a Macgregor 26x, has been moored about 20 yards off the Frangipani, Hotel, Admiralty Bay, Bequia for the last nine years. It hardly ever leaves its mooring, and is only used when I come to Bequia, which in recent years has been for one week in July or August each year.

On Friday, July 29th, after dropping my wife and daughter by the Frangipani's dinghy dock, I proceeded to put her on her mooring. It was 7:00PM when I completed this. I left the area, and returned at 8:00PM. *Sweetie Pie* was nowhere to be seen. There was no one onboard. I immediately called the well-known waterfront service provider Winston "African" Simmons, who searched the bay along with another local man in a second dinghy. There was still no sign of *Sweetie Pie*.

The search continued until about 9:30PM, and was resumed at 6:00AM. The boat was not found. A report was made on VHF channel 69 at approximately 10:00PM on Friday night. The SVG Coast Guard was notified, and a statement given to the Bequia police.

A report was made on the Bequia VHF cruisers' net at 8:00AM the next day, and most days since then.

I thought I had secured her properly, but there is always the possibility that I did not, which I accept. However, locals say that most light boats that "get away" from where *Sweetie Pie* was moored end up by Princess Margaret Beach. Given that it was not particularly windy, and that it was calm, the speed at which she disappeared is baffling.

On August 9th I received a call from the Dutch Antilles Coast Guard to say they had seen *Sweetie Pie* 140 nautical miles off Curaçao. They would not recover her from that far out unless life was at risk. Eventually the Venezuelan Coast Guard decided to recover her. She is now with the Venezuelan Coast Guard.

Editor's note: The J/24 Loose Cannon had a similar adventure last year. She went adrift from Barbados on May 23rd, 2010 and was sighted north of Curaçao by the sailing yacht Fayole on June 23rd. Loose Cannon was picked up by the Citizens' Rescue Organization of Curaçao and towed to safety. She was towed back to her homeport in St. Lucia and continues to race in regional regattas. We hope Sweetie Pie's story ends as happily.



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BUSINESS BRIEFS

Grenada's 'New' Island Water Team

Sean Kennelly reports: General Manager Kelvin George started his career as Finance Manager of the National Water and Sewerage Authority (NAWASA) of Grenada. He joined Island Water World in January 2007 where he has put his MBA to good use: being instrumental in re-engineering the company's internal processes, establishing improved systems of control and efficiency, and modernizing the financial management and administrative systems.



Say hi! Kelvin George, left, and Shawn Jardine, right, are now on the Island Water World team in Grenada

Shawn Jardine, the new Store Manager, is from Trinidad and for the past six years ran Peake's Chandlery in Chaguaramas. He has a strong background in sales and customer service. Shawn has raced competitively throughout the Caribbean for the last 39 years. He presently owns a 36-foot Ericson sailing sloop named *Catbird*, which he cruises the island chain when on vacation and promotional missions.

This new management team will revamp and re-image both IWW Grenada stores over the coming months to align the business with the Island Water World Group's modernized branding strategy.

You can be assured of Kelvin, Shawn and their excellent crew's personal and professional attention when visiting the Grenada stores. They look forward to seeing you. For more information on Island Water World see ad on page 48.

Solutions Made Simple in the DR

Liam Devlin reports: A Blue Horizon is here to provide solutions for yachts in the Dominican Republic. We have a corporate office in Santo Domingo and an office in Samana, and we hope to open in Puerto Plata and Casa de Campo within the year. We travel all over and can ship parts and technicians around the country. For more information see ad on page 15.

Panama's Red Frog Swells!

Red Frog Marina is located in Bocas del Toro, Panama. Red Frog's managers say, "We have enjoyed the swell of visitors to our marina this hurricane season. We have been 70 percent occupied and expect to be sold out by hurricane season 2012. We appreciate the sense of community that is developing here as progress continues at the marina and surrounding island resort.

"At the boat owner's request we can open and inspect boats when the owner is away, start engines, air out and clean inside, check batteries and bilges, wash and polish the topsides, clean bottoms, troubleshoot and fix problems we observe. We also work with specialty contractors for other boat needs you may request. Our marina staff live aboard boats at Red Frog; clients enjoy knowing that our experienced staff is nearby and has a watch on their boat while they are away.

"We have updated our website with new photos of the marina, and have completed the installation of utilities for the entire marina: 30, 50 and 100 amp; 120 and 240 volt. The Red Frog Marina is a safe and beautiful destination that we know you will enjoy. Please come and visit us soon!"

For more information visit www.redfrogbeach.com/marina.

Cruising Guide Author Tells of 'Life at Sea Level'

Bruce Van Sant, author of *Tricks of the Trades*, *Margarita Cat*, and *Passages South* (www.ThornlessPath.com), reports: I have for many years admired Stephen Pavlidis' ability to spin an honest tale. In *Life at Sea Level* he tells the heretofore-untold stories that underpin his many successful cruising guides.

As in his guidebooks, Stephen's intimate and open style grabs the reader in the 258-page paperback *Life at Sea Level*. Whether he's running after poachers with the park wardens of the Bahamas National Trust, or yarning on islands, islanders and cruisers, authenticity accents his accounts.

Piracy (back then or right now), drug and gun running, ghosts and hauntings, voodoo and hoodoos — all get chronicled with as much flair and timbre as Stephen gives to his guitar when he plays the blues. Take this book with you this summer, then head out for the Bahamas and the Caribbean this fall.

Life at Sea Level is available from *Seaworthy Publications*, www.seaworthy.com.

St. Maarten Heineken's Shipwreck Partnership

The Sint Maarten Yacht Club is proud to have Shipwreck Shops onboard again for the St. Maarten Heineken Regatta 2012 and 2013. After many successful years as a merchandising partner for the St. Maarten Heineken Regatta, Shipwreck Shops has signed on for another two years. Shipwreck Shops is very pleased to contribute again to the biggest sailing event in the Caribbean.

Shipwreck Shops produces the exclusive Regatta Gear for the St. Maarten Heineken Regatta that is available in 16 stores on island from December onward.

For more information about the Regatta Gear visit www.heinekenregattagear.com. For more information on the 32nd St. Maarten Heineken Regatta, March 2nd through 4th 2012, visit www.heinekenregatta.com.

—Continued on next page



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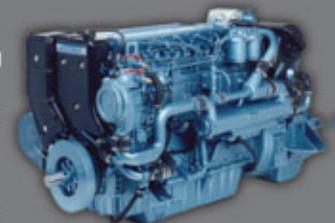
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- Unrivalled World-wide parts and service network



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—Continued from previous page

MAYAG Strengthens Yachting in Grenada

The Marine and Yachting Association of Grenada held its 2011 Annual General Meeting at the True Blue Bay Resort on June 22, with President Anita Sutton and Vice-President James Pascall being re-elected unopposed. President Sutton is optimistic about the growth of Grenada's yachting industry and "is committed to working tirelessly to strengthen already strong bonds with various stakeholder groups within the yachting community". MAYAG has developed a good working relationship with the Royal Grenada Police Force towards maintaining Grenada's reputation as a safe haven for visitors. With the growth which the yachting sector has observed in recent times, and its apparent resilience in the global economic downturn, MAYAG has made education and training focal points of the industry's development program. Every effort is also being made to position Grenada as a leader in terms of service. Jason Fletcher of Grenada Marine suggested that, in the absence of marine standards throughout the region, "Grenada is well positioned to play a leading role in establishing same".

MAYAG also finds time to work along with other agencies at preserving Grenada's Marine Protected Areas (MPAs), and has been invited to sit on the board of the Grenada Sailing Festival in preparation for the next regatta, which takes place early in 2012.

For more information visit www.mayag.net.

St. Lucia Waterfront Landmark Burns

A long-time favorite restaurant in St. Lucia, Jacques Waterfront Dining (famous as 'Froggy Jacques' before a change of ownership in 1999), set at the edge of Vigie



Creek, Castries Harbor, was consumed by fire in the early hours of August 3rd. In his latest *Sailors Guide to the Windward Islands*, author Chris Doyle called this one of St. Lucia's top restaurants, and recommended its tomato-and-garlic soup and home-made crab backs.

It is reported that the owners will rebuild.

New Marina for Colombia

Construction of a new marina at Colombia's main port city, Barranquilla, started in late July. According to reports, Marinas de Colombia SA, a Colombian and Spanish partnership, is investing US\$19.7 million to build Puerto Velero, planned to have capacity for 540 boats in the water and 500 on land. Marinas de Colombia has its headquarters in Barcelona, Spain, and has 30 years of experience building marinas worldwide. Maria Isabel Mejia, Marinas de Colombia's manager, says, "We have many years of experience in the market and that makes us the best to build Puerto Velero as a world-class marine facility for Colombia."



Barranquilla is about 45 miles west of Santa Marta, where a new IGY marina opened recently to great acclaim. Colombia's Ministry of Trade, Industry and Tourism has announced its aim of developing its nautical tourism industry to bring more tourists to its Caribbean coast.

For more information on Marina Puerto Velero visit <http://en.marinapuertovelero.co>.

Show Times!

• The Virgin Islands Charter Yacht League will host the St. Thomas Fall Yacht Show at Yacht Haven Grande Marina in Charlotte Amalie from November 4th through 6th. The show will feature both new and familiar term-charter boats as well as support businesses ranging from chandlers to food suppliers to insurance brokers. Social events will include a reception at the Governor's Mansion, an "Under the Sea Gala" at Coral World, a Buccaneer Beach Barbecue on Water Island, and gatherings each night for all participants and guests.

For more information visit www.vicli.org.

• The Antigua Charter Yacht Meeting will be held from December 4th through 10th. This year's show is extended to cover six days and will again take place at the Nelson's Dockyard Marina in English Harbour, and at the Falmouth Harbour Marina and the Antigua Yacht Club Marina both located in Falmouth Harbour. Because of demand from charter brokers and yacht management companies, all registered yachts will remain on the dock throughout the first five days of the newly extended show. The additional day, Saturday, will be a designated Day Sail Day offering management companies an opportunity to invite visiting brokers to experience a "micro-charter" cruising Antigua's coastal waters and islands aboard a choice of some of the finest charter yachts in the Caribbean.

For more information visit www.antiguayachtshow.com.

Yachting a Top Priority in OECS Common Tourism Policy

by John Duffy

Yachting was a top priority at a meeting of tourism stakeholders held on August 17th and 18th in Antigua. This conference/workshop was the concluding meeting of a period of detailed regional consultation on tourism.

The purpose of the consultation was to develop a Common Tourism Policy throughout the Organisation of Eastern Caribbean States (OECS). OECS members are Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines; Anguilla and the British Virgin Islands are associate members. The OECS was created in 1981 by the Treaty of Basseterre, which was subsequently revised to include the Common Tourism Policy.

Following ratification by various OECS countries in 2009 and 2010, the OECS Secretariat with funding from the Commonwealth Secretariat employed consultants from the UK, Yellow Railroad, to assist in the production of draft document on a Common Tourism Policy.

Tourism stakeholders from all OECS countries were asked to participate in a workshop conference held in St. Lucia on March 23rd and 24th. At that time the Caribbean Marine Association (CMA) was moribund and no representative was sent to the meeting.

For two weeks at the end of March, consultants visited the OECS countries, recording their experiences and the comments of stakeholders. A meeting was then held in St. Kitts on April 19th with Ministers of Tourism from the various countries, and the Draft Common Tourism Policy was produced.

This Draft Common Tourism Policy document comprised 50 pages with 20 policy actions. It detailed the various policy action options and the reasoning behind those options. These policy action options were identified by a variety of subjects, all of which are of importance to regional tourism but not all of which are achievable in the immediate future.

To determine which of the policy actions had the higher priorities, the OECS organized another meeting of tourism stakeholders, which was held on August 17th and 18th in Antigua. The CMA, having been revitalized, was invited to this meeting.

From the outset, yachting was seen to be a top priority. Opening remarks by Minister of Tourism for Antigua & Barbuda, the Hon. John Maginley, concentrated heavily on the value of yachting to Antigua and to the region as a whole. He implored the conference to take the same forward-looking attitude to yachting as Antigua has done over the past few years. Naturally, this was music to the ears of those stakeholders representing the yachting industry. This theme was raised repeatedly on the first day of the conference with the consultants constantly referring to directions from all the OECS Ministers of Tourism to give yachting a high priority.

Discussions on areas that affect yachting concentrated on factors such as border controls, Customs, single maritime space, universal use of ESeaClear and marine pollution. The CMA was fortunate in having two representatives in attendance, myself as President, and Director John West from St. Vincent & the Grenadines. We were also particularly lucky to have Ivor Jackson present, who wrote the original yachting impact report that formed part of the seminal ECLAC Regional Study in 2001.



Inevitably, Day Two concentrated on a variety of other matters, many of which will have an impact on yachting, but were of much broader interest to common tourism as a whole.

At the end of the conference, stakeholders were asked to prioritize the top five of the 20 policy actions. Participants were divided into three groups of nine or ten and, while each group came to slightly differing conclusions, the emphasis was very much the same. While those policies which had an affect on tourism overall achieved the highest priorities, they also related very much to yachting.

At the top of the list was Product Development, which addresses issues of inter-island access and joint development of tourism products including yachting. Next was Human Resources Development, covering that welcome from the Customs or Immigration Officer, and a lot more. Then came Tourism Awareness — sensitizing the population to the realities and values of tourism, not only in their approach to visitors but also in the way the country is presented to visitors in areas as simple as litter control.

Other priorities such as Border Control, Regional Air Access, Investment, and Research & Statistics, scored equally. To almost everyone's surprise, Environmental Sustainability did not fall into the top five priorities and, with yachting playing a big part in marine ecology, this is something the CMA and others may want revisited. However, with the OECS Protection of the Eastern Caribbean's Regional Diversity (PERB) project funded by USAID, marine pollution and the impact of watersports is already under consideration.

For more than 50 years, yachting did not appear on Ministry of Tourism agendas, not even under "any other business". In the past five or six years the recognition of the value and importance of yachting has risen to the top of the agenda, and rightly so. It is now the responsibility of the CMA and other marine organizations to keep it there and to ensure that policies are enacted by OECS Governments which improve the yachting visitor experience throughout the OECS region and, in due course, throughout the Caribbean.

See a copy of the Draft Common Tourism Policy document at www.caribbeanmarineassociation.com/v2/objectives.php. Anyone wishing to submit a comment should do so to info@caribbeanmarineassociation.com by September 14th.

My thanks go to Dr. Lorraine Nicholas of the OECS Secretariat and Tom Buncle of the Yellow Railroad for supplying facts and comments.

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CARIBBEAN ECO-NEWS

IWC Passes Anti-Corruption Measure

At its 63rd annual meeting, held this year from July 11th through 14th on Jersey in the Channel Islands, the International Whaling Commission passed a measure intended to increase transparency and address allegations of vote buying by pro- or anti-whaling interests. Dues for membership in the global body, which regulates the hunting of whales, must now be paid via bank transfer from member nations' government accounts. The consensus decision to pass this measure acknowledges the belief that payment of membership dues in cash could allow wealthy countries with strong pro- or anti-whaling interests to purchase the votes of numerous less wealthy nations. Past allegations of vote buying, especially by Japan but also by the UK, involved several Caribbean countries.

US\$8.75 Million for Eastern Caribbean Marine Ecosystems

The World Bank Board of Directors has approved a US\$8.75 million grant from the Global Environment Facility (GEF) to ensure the long-term conservation and sustainable management of fragile marine ecosystems in the Eastern Caribbean, including the protection of over 100,000 hectares (386 square miles) of marine habitat.

The Sustainable Financing and Management of Eastern Caribbean Marine Ecosystem Project will establish conservation trust funds to provide reliable and consistent sources of funding for biodiversity preservation. It will also promote collaboration among participating countries (including governments, communities, NGOs, and the private sector) to facilitate



KAY THOMSON / OCEANOGRAPH

marine and coastal conservation, protect near-shore areas, and support a regional monitoring and information network.

The project will benefit Antigua & Barbuda, Grenada, St. Kitts and Nevis, St. Lucia, and Saint Vincent & the Grenadines. This initiative is part of a larger regional

effort called the Caribbean Challenge launched in 2008 by the Caribbean countries, which seeks to legally protect 20 percent of near-shore areas by 2020.

The Eastern Caribbean is among the top five global biodiversity "hot spots" in the world because of its marine and coastal ecosystems. While these ecosystems are essential to the tourism and agriculture sector and the overall economy of the Eastern Caribbean, they are overexploited and under-protected. Key threats include increases in exotic invasive species, poorly planned and regulated coastal development, solid and liquid waste dumping by cruise ships/hotels/resorts, and unsustainable extraction of natural resources, such as over-fishing and sand harvesting for construction.

Specifically, the project will:

- Facilitate the establishment and capitalization of a regional biodiversity fund (the Caribbean Biodiversity Fund) as well as national-level trust funds for protected areas.

- Delineate over 100,000 hectares of marine habitat, thus contributing to the participating governments' ambitious goal of legally protecting 20 percent of near-shore areas by 2020.

- Implement a regional monitoring and information system to facilitate regional monitoring of biophysical and social economic indicators in protected areas.

The project has a total cost of US\$18.87 million, including co-financing from the Governments of Grenada, St. Kitts & Nevis, St. Lucia, the OECS Secretariat, The Nature Conservancy, the German Development Bank, and the GEF. The project will be executed by The Nature Conservancy on behalf of the participating countries.

What's a 'Monsoon Trough'?

Suddenly a new term has popped up in tropical weather reports, leaving many of us asking, "What's a 'Monsoon Trough'?"

When the Intertropical Convergence Zone (ITCZ) moves well north of the equator during the northern hemisphere summer, the wind direction to the south of the ITCZ ends up being different. This is because the air flowing from the southern hemisphere subtropical high toward the ITCZ crosses the equator, and the direction of the Coriolis deflection changes. This results in southwest winds in the northern hemisphere to the south of the ITCZ instead of the southeast trades of the southern hemisphere. In this situation, the National Oceanic and Atmospheric Administration (NOAA) is now designating this trough of low pressure as the Monsoon Trough rather than the ITCZ.

This information is included in a very informative article by Ken McKinley in *Ocean Navigator* magazine online at <http://www.oceannavigator.com/content/some-changes-tropical-surface-charts>.

NOAA & Bermuda Partner to Protect Humpbacks

The US National Oceanic and Atmospheric Administration's (NOAA) Stellwagen Bank National Marine Sanctuary and the Government of Bermuda have pledged cooperation on scientific and educational programs to better protect the endangered North Atlantic humpback whale population. Together, they will collaborate on research, monitoring and outreach programs that could lead to better managing and pro-

tecting this species along its migratory route from the Gulf of Maine to the Caribbean Sea.



Like the Stellwagen Bank sanctuary off the Massachusetts coast and its sister sanctuary in the Dominican Republic, Bermuda is strategically situated between the humpbacks' southern calving and breeding grounds and their northern feeding grounds. This partnership could enhance the three nations' unique commitments to protect the species at various points within its migratory route.

A letter of intent signed last month by NOAA and the Bermuda Department of Environmental Protection expresses interest in pursuing collaborative management efforts leading to establishment of a "sister sanctuary" partnership. NOAA and Bermuda intend to work together in the following areas:

- Exchange of whale fluke (tail) photos for Stellwagen Bank/Bermuda humpback whale population studies and related citizen science programs;
- Exchange of technical information, scientific data and practical experiences in managing marine mammal protected areas, including staff exchanges and site visits;
- Development and assessment of methodologies for natural resource protection within marine mammal protected areas; and
- Development, coordination and evaluation of research and monitoring programs, outreach and education programs, and community engagement strategies for management of marine mammal protected areas.

Craig MacDonald, Stellwagen Bank's superintendent, said cooperative sanctuary programs help foster mutual interest and best practices for whale conservation and management. "Humpback whales are international citizens without passports who recognize no political jurisdictions," MacDonald said. "We share whales with other nations that border their migratory route, just as we share the responsibility for protecting these fascinating animals."

Management Plan for St. Thomas East End Reserves

The St. Thomas East End Reserves (STEER) combines several protected areas — Cas Cay/Mangrove Lagoon, St James, and Compass Point Marine Reserves & Wildlife Sanctuaries — into one comprehensive management unit.

—Continued on next page

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—Continued from previous page

STEER encompasses almost ten square kilometres of significant coastal, marine and fisheries resources, including mangrove forests, salt ponds, lagoons, reefs and cays.

Recently a Management Plan was developed by the STEER community, Friends of Christmas Cove, the VI Department of Planning and Natural Resources, the University of the Virgin Islands and The Nature Conservancy. The Management Plan is a five-year strategic plan that outlines steps to maximize the ecological, economic and cultural benefits for the USVI Community. During the development of the Plan, a Vision for STEER was formed: To restore and maintain a functional coastal ecosystem that promotes sustainable recreation opportunities and community engagement.

The Plan identifies targeted resources that STEER aims to protect and conserve; including mangroves, sea grass beds, sea and shore birds, coral reef communities, nursery and fisheries resources, compatible and sustainable use and enjoyment, and the Compass Point Salt Pond. Threats to these targeted resources and specific science, policy, enforcement and outreach strategies to address these threats are also outlined.

For more information download the STEER Management Plan from the Publications tab at <http://czm.dprn.gov.vi>.

Caymans Say Lionfish a 'National Emergency'

According to a July 26th report from the Cayman News Service (www.caymannewsservice.com), the infestation of lionfish on the Cayman Islands reefs,



NOAA / MORRIS

which has been described in the Legislative Assembly as "a national emergency", is threatening the diving industry in Cayman Brac and Little Cayman. The Sister Islands Tourism Association (SITA) said that its members were deeply concerned that the lionfish invasion affecting Cayman Brac, Little Cayman and the rest of the Caribbean region "is destroying our marine life and therefore threatens our livelihoods and therefore our economic existence". Noting that dive tourism constitutes 90 percent of overall tourism in the Sister

Islands and that there was very little to be offered aside from that as a tourist draw, SITA stated that tourists were already noticing changes in Sister Islands reefs and negative comments about diving in Cayman Brac and Little Cayman had already been posted on travel websites such as TripAdvisor.com.

Since January dive operations on Little Cayman have been sending out one dive boat per week at their own expense with several teams of volunteer divers to cull lionfish in the Bloody Bay Marine Park. SITA members are now requesting funds from government for a formal and more aggressive culling policy.

What's Up With All the Seaweed?

This summer, beaches on the Atlantic sides of the Lesser Antilles have been covered with abnormally large amounts of seaweed. The weed has been identified as sargasso weed, or *sargassum natans*. While a sargassum "invasion" might be an annual occurrence on the Texas shores of the Gulf of Mexico from March through June, or an occasional event in northeast Florida after storms, such an abundance of this species is rare in the Lesser Antilles. Large mats of sargasso weed can be seen floating offshore. Commercial fishing vessels have reported that the weed gets tan-



JASHELSON

gled in their gear, and yachts have reported it fouling their rudders. The nutritious weed, however, is a boon to natural beach rebuilding — and to gardeners.

Local scientists speculate that the patches of weed come from the Sargasso Sea and get carried to this region by the North Equatorial Current. The Sargasso Sea is a two-million-square-mile area of the Atlantic Ocean stretching from the Azores to the Lesser Antilles. It is bordered by circulating currents — the

Gulf Stream to the west and north, the Canary Current to the east and the North Equatorial Current to the south. Huge patches of sargassum are drawn to the center of the sea by the Earth's rotation and the process of evaporation.

Might the appearance of unusually large amounts of sargassum in the Antilles be due to climate-change effects on ocean ecology or circulation in the open Atlantic? Local scientists say, "Good question. Check back in ten years — we may know more."

Stand Up (and Paddle) for St. Croix East End Marine Park!

The Friends of the St. Croix East End Marine Park announce the first benefit event for that marine protected area — the Paddle for the St. Croix East End Marine Park — which will take place September 4th at the St. Croix Yacht Club.

Stand Up Paddle Boarding, commonly known as SUP, is an easy, fast growing sport with a low environmental impact, making a great activity to enjoy in a marine park.

The goals of the annual race are to:

- Raise awareness about the St. Croix East End Marine Park.

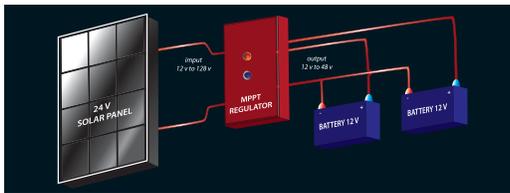
- Promote sustainable recreational activities within the park, such as SUP.

- Raise funds to support The St. Croix East End Marine Park mission.

The race will have various categories and activities making it a fun event for all. Come race, cheer and enjoy stand up paddleboard lessons, snorkel clinics, raffle prizes, live music and more.

For more information visit www.facebook.com/friends.STXEEMP or call (340) 718-3367.

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REGATTA NEWS

Antigua National Sailing Academy's First Year

In June, the Antigua National Sailing Academy celebrated its first anniversary. ANSA President Elizabeth Jordan reports: The mission in 2010 was to raise enough funds to get us off the ground, and into the water! Thanks to the generosity of the yachting community and local sponsors, we were able to form the non-profit organization with a board of volunteers; create our website, logo, e-mail and other infrastructure; produce information/advertising materials; purchase 12 new Optimist dinghies; fund 150 courses of weekly swimming lessons; and fund 150 courses of weekly sailing lessons.

The 2011 season also saw great support from the yachting community with more than 70 boats making donations to the programme. (All donating yachts are listed on our website at www.nationalsailingacademy.org.) Sufficient funds were also donated for the purchase of a fleet of new Pico dinghies, which are now awaiting delivery.

Donation of a 1720 keelboat by Richard Matthews gave us the opportunity to train a team of six young sailors (age 12 to 18) for the Premier's Cup Youth Regatta in Tortola in July. The team was selected for their sailing ability and enthusiasm for the sport. They had no previous competition experience and had never been away to any regatta before. They finished in sixth place overall.

Sailing instruction takes place at the Antigua Yacht Club and the Academy funds the lessons. We currently have 150 children a week taking sailing lessons.

As swimming and sailing are now — albeit recently designated — national sports, we believe that if we can demonstrate demand and prove the children can excel at both, at both recreational and competitive levels, we will receive financial support from Government. We do have a vibrant yachting industry in Antigua with a multitude of employment opportunities both on and off the water, and learning to sail is the way into that industry.

For more information visit www.nationalsailingacademy.org.

USVI Sailors Make History at Youth World Sailing Championships

For the first time in the US Virgin Islands' yachting history, two local sailors achieved a podium finish at the International Sailing Federation (ISAF) Youth World Sailing Championships. At the 41st annual event, held in Croatia from July 7th through 16th, Nikki Barnes, age 17 of St. Thomas, and Agustina Barbuto, age 15 of St. John, won bronze medals in the Girls' 420 event, defeating teams from 28 other nations and bowing only to the winning team from Austria and second place team from the USA.

Light winds proved challenging during the five-day, ten-race regatta. A protest by the Italian team on the second to last day, and the USVI's team disqualifica-



tion in one race, upped the tension going into the final day. Yet, Barnes skippering and Barbuto crewing aboard this 13-foot 9-inch, two-person, spinnaker-flying dinghy came back with focus and determination to soundly earn their bronze medals with a 16-point lead over the fourth place finishers from Australia.

Heidi Coyle and Alex Coyle, both of St. John, served as Team Leader and Coach. Barnes, Barbuto and the Coyles are all members of St. Thomas Yacht Club.

A total of 358 sailors from 59 nations competed in this regatta. In addition to both Girls' and Boys' Divisions in the 420, other classes included Laser Radials, SL 16s, 29ers, and RSX.

Match Race Clinic Scores with Puerto Rico Sailors

Nanette Eldridge reports: Puerto Rico's Ponce Yacht

and Fishing Club was the setting July 30th and 31st for a Match Race Clinic with USVI sailing champion Peter Holmberg. The clinic was filled to capacity with sailors from throughout the island seeking to gain insight on the fundamentals and strategy of match racing. They divided their time with morning sessions devoted to the basics of match racing, and afternoon sessions spent on the water practicing their technique.

Participants were grouped into six teams of four on IC-24s and competed as if it were an actual race. PYFC champion sailor and Junior Sailing Coach Jorge Santiago, who organized the clinic, also invited several judges and statisticians to participate. "We're intent



Puerto Ricans gained skills applicable to all one-designs

on maintaining a strong sailing center here at PYFC, and that includes educating everyone involved in the sport, not just the sailors who are racing," he said.

Giving a clinic in Puerto Rico also gave Peter Holmberg's lovely wife Denise (Balzac) Holmberg the chance to return to Puerto Rico. She's a native of San Juan who met Peter abroad when they were both sailing competitively in their teens. Peter commented that he hadn't been to Ponce in over 30 years, and he was pleasantly surprised by the excellent facilities of the yacht club. They wished to thank the Cebolleros for their hospitality at PYFC during the clinic.

Thanks to the joint efforts of Jorge Santiago, Peter Holmberg and PYFC Sailing Director Joel Santiago along with the favorable response from participants, the clinic was a complete success. The outstanding sailing conditions during the afternoon race sessions only added to the excitement of the event. Jorge also gave special thanks to PYFC member Jim Baus and Industrial Chemical Corp. in supporting the clinic, and making it possible for PYFC to host this special event.

Due to the success of the clinic, PYFC has decided to add a Shoot Out Regatta for IC-24 teams on October 7th and 8th. Also, the overwhelming demand prompted Jorge to plan another Match Race Clinic at PYFC sometime in the next six months. "It's exciting to see so many enthusiastic sailors from all over join us at our sailing center," Jorge said. "We would definitely like to have another clinic again in the near future, preferably before the 2012 spring regatta season, to prepare sailors for upcoming competition, or for those who simply want to make the most of their time at sea."

For more information on the Shoot Out Regatta in October and all upcoming sailing events at PYFC visit www.discoverpyfc.com.

Junior Opti Races at Carriacou Regatta

Ellen Birrell reports: On August 1st, eight Optimists hit the starting line at Carriacou Regatta Festival 2011. Only in recent years has Carriacou Regatta, now in its 46th year, included a junior racing class. Additionally this year, four Lasers raced, each with a crew of two. Thus, a total of 16 youths participated from Carriacou, Petite Martinique and Grenada. While many of the large working boats include youngsters as crew, having 12 young skippers involved shows promise for sailing's future development.

All eyes had been on a developing tropical wave making its way westward across Atlantic toward Carriacou. By Saturday night the wave was given a 100-percent chance of cyclonic activity. Nerves were high that wind would either be sucked away or blowing like stink. The wave turned to a tropical storm passing 100 miles north of Carriacou.

Bucking the local open workboat format of beach starts, Opti sailors had three-minute start sequences on a windward starting line. Three races on a triangle course took racers from near Hillsborough Jetty, around a windward mark, past Jack Adan Island to port and to the finish line back near the beach. It gave kids a chance to use strategy and test their moxie, especially in the last race when an impending squall frothed the water to chop and created a sturdy wind. The sailors employed ISAF rules.

The first Carriacou female to take the helm entered the fray. Fifty-pound nine-year-old Reniza finished with two sixth places and a seventh.

In the first race, Noah luffed Chad up, and Chad hit Kaya. Chad exonerated himself with a 360. Arkim's spirt failed and he did a self-repair on the water. These ten- to 12-year-old boys are learning rules, course etiquette and self-reliance.

A lunch hosted by regatta sponsors fueled racers

with rotis then they were back at it for two final races. "Our kids in Optis were the only class out of Hillsborough to get off all three races," Teena Marie, the Carriacou Junior Sailing Club director, said proudly. To finish three races outside the protection of a bay or breakwater speaks to the bravery and determina-



tion of the nine- to 12-year-old sailors of Carriacou. The regatta committee awarded cash prizes to 12-year-old Noah Snagg who took top honors. Twelve-year-old Kaya Wilson captured second and 11-year-old Arkim Compton took third. All entrants received a cash participation award as well as gloves, book, sheet or life jacket from Budget Marine Grenada.



Budget Marine also supplies hardware, rigging and other items for Carriacou Junior Sailing Club each year. See more on Carriacou Regatta Festival 2011 on pages 14 and 25.

D-Trip winner of the Aruba Rembrandt Regatta

The sailing yacht *D-Trip* from Curaçao, sailed by Edwin Versteeg, won the Budget Marine Cup for the most competitive yacht in the Aruba Rembrandt Regatta 2011. *D-Trip* also won the trophies in the Round Aruba Race and the Racing Class.

The Cruising Class was won by Marc Anthony Rooijackers and crew with his yacht *Rafaga*, and the Open Class by Eric Mijts and crew aboard *Eva Luna*. During this third edition of the event races were sailed for yachts, wind surfers, kite surfers, Optimists, Sunfish and beach cats.

Dozens of boats and hundreds of sportsmen and women competed in the sailing races, swimming competition and beach tennis tournament over the August 11th to 13th event.

On the Friday, the wind and current were so strong that only three yachts were able to complete the Round Aruba Race. The conditions on the next two days were more favorable, and the sailing races were a spectacular sight.



However, the races for the Sunday afternoon were cancelled because a beach cat sailor (at center of photo with *D-Trip* crew) was lost at sea. From the moment it was known that a sailor was missing, a rescue operation was organized with the participation of the yachts, some fishing boats, the coast guard and the Aruban police. Forty-five minutes after the start of the rescue operation the sailor was found by sailing yacht *D-Trip*, about four miles from the west coast of Aruba. The races for the Optimist sailors, the youngest participants, were won by Dominique Hopman. In the Sunfish Class, Job Laborie was the fastest competitor...

—Continued on next page

—Continued from previous page

...the beach cat competition was won by the duo Martin and Nicole van de Velde. Young surfers Milan de Jonge and Berend Pronk took the prizes in the windsurfing competition and the kitesurf competition was won by Petr Pechacek.

Eric Mijts, the organizer of the regatta event, is satisfied about the number of participants, the effort of all volunteers and sponsors of the regatta and the successful cooperation with Aruba Beach Tennis. As of this year the whole event has taken place at Eagle Beach, which has proven to be a successful change in the planning. The closing dinner that was offered by Café Rembrandt was attended by about 400 people. Eric says, "The most important aspect of this year's regatta is the fact that on Sunday afternoon authorities, participants and the organization succeeded in finding the missing sailor."

2011 Annual ISAF Conference to be Held in Puerto Rico

The 2011 annual conference of the International Sailing Federation, the world's governing body for the sport of sailing, will be held in San Juan, Puerto Rico from November 3rd through 13th. ISAF currently consists of 137 member nations. There are currently more than 100 ISAF International, Recognized and Classic Yacht Classes, ranging from the small dinghy classes up to 60-foot ocean racers.

Nominations are now invited for the 2011 ISAF Rolex World Sailor of the Year Awards, the most prestigious award of recognition in the sailing world. Since the first Awards presentation in 1994, the nominees and winners have always included the highest achievers from all disciplines of the sport.

The accomplishments of the sailors nominated each year are an inspiration — from windsurfers and dinghy sailors to offshore specialists, a nominee's achievements may be an exceptional series of regatta wins, a record-breaking passage or a triumph against the odds.

Nominations may be made by anyone and the only criterion is "outstanding achievement in the sport of sailing" during the qualifying period of September 1st, 2010 to August 31st, 2011. Nominations should be sent to ISAF by 12:00 (UTC) on September 7th using the Official Nomination Form, available at www.sailing.org/36404.php.

A shortlist of nominations will be drawn up by ISAF from all those received by the deadline and those making the cut will go on to become the ISAF Rolex World Sailor of the Year 2011 Nominees. The ISAF Member National Authorities will then vote for one male and one female nominee who they believe should win the Award. The winners will be announced at the Awards dinner on November 8th in San Juan.

For more information visit: www.sailing.org

Join the Caribbean 1500 and Sail South with Friends!

This year's Caribbean 1500 from Virginia to the BVI is shaping up to be a classic. Thirty-seven boats are entered as this issue of *Compass* goes to press, including veterans and new participants. The 22-year-old Caribbean 1500 will be run for the first time this year by World Cruising Club. The pre-rally seminar program

has been expanded to cover topics suggested by previous participants.

The rally features SSB radio net; at sea weather forecasts; safety equipment inspections; crew finding; and tech support in Hampton.

Included in the entry fee is one night free dockage (plus dockage discounts) in Hampton, at the Public Piers and Bluewater Yachting Center; three nights free dockage at Nanny Cay in Tortola; comprehensive hardback Skipper's Handbook and e-mail newsletters; satellite tracking of every boat; rally website for blogs and photos; special Customs clearance in Nanny Cay rather than Sopers Hole; free annual subscription to *SAIL* magazine for all crew; social program in Hampton; and the awards ceremony in Nanny Cay.

For more information visit www.carib1500.com.

Curaçao's Heineken Regatta in November

It's real; it's different! If you're spending the summer in the southern Caribbean, don't rush off. You can



start your winter's racing or cruising season with a bang at the Heineken Regatta in Curaçao — great racing or race-watching, and lots of shoreside fun. For more information see ad on this page.

Puerto Rico's Discover the Caribbean Festival

Mark your calendar for "Discover the Caribbean, A Sailing Festival", which will begin on November 11th at Ponce Yacht & Fishing Club in Ponce, Puerto Rico. "We're celebrating PYFC's rich sailing history while having a regatta, and we want everyone to join us in the celebration", according to Joel Santiago, Sailing Director at PYFC. Added to the two-weekend regatta, Discover the Caribbean will include a festival with live music, a fashion show and activities for the entire family.

Cruisers who travel over 60 miles get three weeks free dockage at PYFC and all participants will enjoy complimentary meals and drinks at regatta parties on both weekends of the event. Participants also enjoy all facilities of the club, including restaurant and pools, so it is an excellent opportunity for cruisers to explore Puerto Rico while they are there for the regat-

ta. There will be special racecourses for couples and classic yachts. The race committee accepts PHRF or



CSA ratings. Best of all, proceeds benefit the junior sailing program at PYFC, so it is all for a good cause. Register before October 20th to qualify for early bird entry fee.

For more information visit www.discoverpyfc.com.

Transat Maxi Yacht Cup Now to Finish in BVI

The International Maxi Association (IMA) has announced the 2011 Transatlantic Maxi Yacht Cup. This is the crossing of the Atlantic for maxi yachts coming to the Caribbean at the end of the Mediterranean sailing season. It will start November 21st from Tenerife.

The finishing line has been moved from St. Maarten to Virgin Gorda, BVI, where the construction of a new clubhouse and marina of the Yacht Club Costa Smeralda are ongoing. The arrival of the fleet and the prizegiving should coincide with the opening and inauguration of the new YCCS clubhouse.

The Transatlantic Maxi Yacht Cup is open to all IMA maxi categories. Simultaneous with the Transatlantic Maxi Yacht Cup, the Yacht Club Costa Smeralda is organizing a new event to leave from Tenerife on the same day: the Transatlantic Superyacht Regatta, reserved to maxi boats with LOA greater than 30.51, boats more cruising- than racing-oriented. The Royal British Virgin Islands Yacht Club will support the arrival operations.

The two events will gather in Tenerife and later in Virgin Gorda as a spectacular maxi fleet. Prizes and special trophies will be awarded both to the winner of the IMA scorings and to participants among the superyacht fleet.

Several maxi yachts have already confirmed their entry to the IMA, such as the Wally Y3K belonging to IMA president Claus Peter Offen; the new supermaxi *Hetairos*, owned by IMA vice president Otto Happel; Will Apold's *Valkyrie*, Peter Harris's *Sojana* (the 2010 winner); and Karl C. Kwok's *Beau Geste*, winner of the 2009 regatta and record holder.

For more information visit: www.internationalmaxiassociation.com.

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Weather Rules

Carriacou Regatta is unique. The event was begun in the early 1960s for local cargo sloops — working craft, not racers. The local open fishing boats, also working craft, soon joined the fun. Yacht races were added and, more recently, Optimists and Lasers. The yachts and dinghies race under internationally accepted rules, but although many of the boats in the “workboat” division are now purpose-built for rac-



DAVON BAKER (2)

ing, their rules have changed but little. Competitors in the various workboat classes still race boat-for-boat — no handicaps. When the first boat crosses the start line (which could be an hour or so after the planned start time) that is the start of the race. As Frank Pearce, who sailed on *Genesis* last year, wrote, “A singular lack of racing rules possibly makes life simpler and eliminates protests, but one does need a degree of courage....”

But regardless of what rule system is used, the weather rules sailboat races. Everyone was glad that Tropical Storm Emily passed safely, but she didn't provide great racing conditions!

Regatta Saturday is traditionally the decked sloops' Round the Island race, alternating directions each year. Seven sloops started this year's clockwise course, sailed in squally and quite variable conditions that made the race long and arduous.

Sunday's sloop course went from the village of Windward, to a mark between Petite Martinique and PSV, inside Jack Adan and Sandy Island, around The Sisters and finished at Hillsborough. Owing to light winds, the scheduled second race of the day was cancelled.

Unfortunately, Monday's race was a losing battle against strong currents in light airs. Participant Dave Goldhill says, “*New Moon* was the first vessel to the leeward mark, and when we saw what was going on we headed for the safety of Tyrell Bay and a mooring. When we arrived by taxi to Hillsborough we could see that the other vessels were still fighting the tide.” Eventually, the rest of the sloops had to be towed back to town. Better luck next year!

CARRIACOU REGATTA FESTIVAL 2011 WORKBOAT DIVISION WINNERS

Small Open Boats

- CLASS A
1) *Wet*, Callistus Enoe, Grenada
2) *Fidel*, Nicholas Bethel, Grenada
3) *Unity I*, Silas Mulzac, Union Island
- CLASS B
1) *Lightening*, Adolphus Forde, Mayreau
2) *Bad Feelings*, Samuel Forde, Mayreau
3) *Hard Target*, Harold Frederick, Mayreau
- CLASS C
1) *Classic*, Ted Richards, Grenada
2) *No Retreat No Surrender*, Jason Charles, Grenada
3) *Voop*, Israel Durrant, Grenada
- CLASS D
1) *More Worries*, Kimani James, Bequia
2) *Nerissa J I*, M. McLawrean, Canouan
3) *Shamu*, Ekron Bunyan, Bequia

Long Open Boats

- CLASS A
1) *Skylar*, Calhoun Alexander, Carriacou
2) *Elusive*, Keith Anderson, Tobago
3) *Bequia Pride*, Arnold Hazell, Bequia
- CLASS B
1) *Ace Plus*, Leo Joseph, Carriacou
2) *Iron Duke*, Alick Daniel, Bequia

Small Stern Boats

- 1) *D Rage*, Andy DeRoche, Petite Martinique
2) *Solo*, Aidan Bethel, Petite Martinique
3) *Impact*, Timon Jeremiah, Petite Martinique

Small Decked Sloops

- 1) *Marie Stella*, Michael Bethel, Carriacou
2) *New Moon*, Junior Davidson, Carriacou
3) *Run-Away*, Hubert McLawrence, Carriacou

Large Decked Sloops

- 1) *Glacier*, Benson Patrice, Carriacou
2) *Deep Vision*, Frank Allard, Carriacou
3) *Margeta O II*, Cyril Compton, Carriacou



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YACHT RACES ATTRACT THE MANY AND THE VARIOUS

by Jerry Stewart



In the Caribbean there are few regattas held in the summer. The chances of very heavy or very light winds discourage most local race boats, so they tend, historically, to lay up ashore this time of year. This would explain why the "Doyle Sails Two-Handed Round Carriacou Race" has evolved into a cruising yacht event, becoming a firm favorite among yachts visiting the region. Held annually on the Friday of the Carriacou Regatta Festival, before the local boats start their race series on the Saturday, this round-the-island race has been supported by Mount Gay Rum and Doyle Sails since its inception.

Doyle Sails Two-Handed Round Carriacou Race

Twenty-two yachts crossed the start line this year on July 29th, with a good breeze that enabled the day's fastest yacht, the Hanse 400 *Light Heart*, sailed by Peter Branning and Martha Boston, to gain both line honors and a Fun Class win with an elapsed time of less than three hours for encircling the island. Susie Stanhope's Spirit 56, *Spirited Lady*, fresh from her Concours d'Elegance win at Antigua Classic Yacht Regatta in April, added a touch of class to the fleet, as did the beautiful schooner *Coral*, which shadowed the fleet around the island. The wooden Zulu class *Leenan Head*, sailed by Herve Drouet, showed that 105 years of yacht design really hasn't changed too much from a performance point of view. Paul Johnson's own design, *Cherub*, is always a pretty sight and sails competitively around the buoys as well as trans-ocean.

This regatta attracts the many and the various. Bob van der Hoeven's displacement yacht *Bojo* found conditions much to its liking, displaying the windward power of the modern cruising yacht to achieve second place in the 16-boat Fun Class with long-time regatta supporter, Dominic Weber's *Sanctus*, a Jenneau Sun Kiss 47, in third.

—Continued on page 44

Main photo: The Spencer 44 Yellowbird chases the CSA class around The Sisters
Inset: The Yellowbird crew placed third in class overall.

What class? Fun Class, of course!

Below: Spirited Lady added elegance to the diverse fleet



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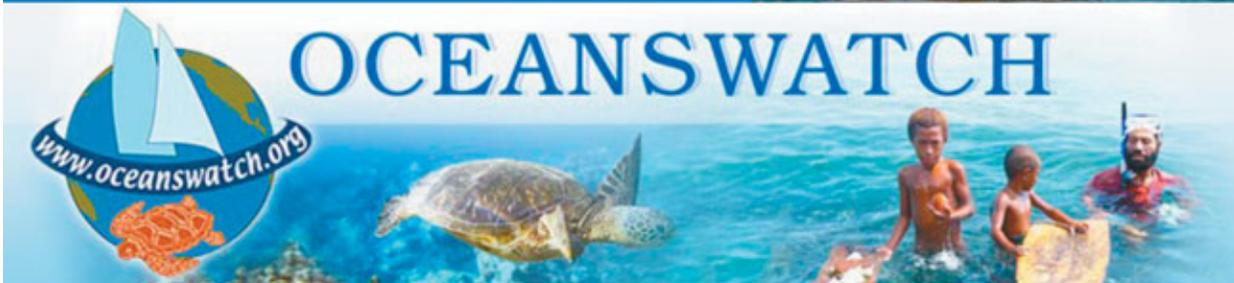
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Cruisers and Businesses Support the Carriacou Children's Education Fund: DONATIONS TO DATE EC\$150,000!

by Liesbet Collaert

To the outside world, the Carriacou Regatta might seem like it is all about boat racing, but the population of Carriacou and cruisers in the Caribbean know there is more to this annual event than just the action on the water. It is the time of year for major fundraising efforts to support the school children of Carriacou. So, when the 46th edition of the Carriacou Regatta took place from July 24th to August 2nd, the planning and activities of the Carriacou Children's Education Fund (CCEF) were in full swing. Driving forces Melodye and John from *S/V Second Millennium* ran a daily regatta cruisers' net and organized the annual auction. They encouraged as many people as possible to join the planned activities and had a whole group of volunteers in tow during all the CCEF events. The venue of these events was the Carriacou Yacht Club, where owner Trevor generously allowed the use of his facilities. As always, all proceeds will fund the CCEF projects: school uniforms and supplies, Meals from Keels (lunch for needy Harvey Vale School children) and scholarships to the TA Marryshow Community College.

The first CCEF activity on this year's calendar was the Annual Pre-Regatta Cruisers' Potluck Barbecue on July 27th. The day started very dreary with tons of rain and no prospect of it stopping. Just when a decision needed to be made whether or not to cancel the barbecue, the weather gods decided to also support the Carriacou children and presented clearer skies and no more rain. Entrance to the event was a donation of EC\$5 per person and a record of 66 participants signed up. They all brought some meat to grill and a delicious side dish, dessert or salad to share. Drinks could be purchased at Happy Hour prices, while Trevor's young relatives practiced their math at the bar. The whole event was a major and tasty success. Cruisers and locals donated prizes for the increasingly popular raffle (two tickets for EC\$5 and five tickets for EC\$10) bringing the collected amount for the evening up



to EC\$600. The organization of this 14th CCEF potluck was in the competent hands of Judy and Gordon from *S/V Dreamcatcher* with the help of Ellen from *S/V Boldly Go*. Trevor donated the charcoal for the grill.

The main CCEF fundraising event was the 11th Annual Auction on July 29th. As usual there was a reading table, where secondhand books, CDs, DVDs, tapes and charts could be bought for EC\$1, plus a bargain table and lots of goodies up for bids. The donated items for the auction ranged from T-shirts to artwork, from dive gear, wetsuits and fins to an actual dive package, from jerry cans to outboards, from a kid's bike to solar panels, from a brand new Wirie (marine WiFi system) to an "as good as new" satellite phone, from a delicious homemade cake from the deli to multiple dinners for two in Tyrrel Bay's restaurants, from a relaxing massage to a full haul-out in the boatyard, and much more. Five large bags of clothes were collected from the cruisers to be distributed amongst the people of Carriacou by social worker Susan Peters.

A big contributor to this year's CCEF fundraising efforts was the Sue Kingsman Memorial Scholarship Fund, put in place by Sue's husband to commemorate his recently deceased wife. The cash donations from her friends and family and the proceeds from the dive gear and two outboards at the auction will pay more than two-thirds of the TA Marryshow Community College scholarship awards for four students.

Of course, the auction could not have happened without the help of volunteers. Other than Melodye and John (who was the main auctioneer enthusiastically praising the items in the scorching sun for two hours), Judy and Gordon, Harm (the second auctioneer) and Lizzy from *S/V Horta*, Slow and Sam from Tyrrel Bay Haulout, and cruisers Kate and Allen (*S/V Mendocino Queen*), Pam and Jeff (*S/V Foggy Mountain*), Jan and Susanne (*S/V Peter Pan*), Henk and Joke (*S/V Zeevonk*), and Vicky (*S/V Fox-Sea*) helped out tremendously manning the tables or helping with the set-up and clean-up. Towards the end of this major CCEF event, principal Brian Lendore and former principal Patrick Compton of the Hillsborough Secondary School came by to show their appreciation for the whole project.

Even though the potluck barbecue and the auction are the big draws amongst the CCEF activities, we cannot forget about the underdogs. Every year, different cruisers donate their talents, time, creativity and organizational skills to bring in some extra money for the CCEF. While in the past haircuts, fun games and other random activities were offered, this year, anybody could join a yoga session led by Kate and a dominoes tournament organized by John and Nancy from *S/V Silver Seas* in exchange for an EC\$5 donation. Throughout the year, free WiFi in Tyrrel Bay is available to cruising boats in return for a contribution to the CCEF.

To conclude this year's report of CCEF's fundraising efforts, the Carriacou Children's Education Fund would like to praise all the volunteers who helped out with the activities and thank the following contributors and businesses in Carriacou and the Caribbean: After Hours, *All At Sea*, AD Prints, Arawak Divers, *Caribbean Compass*, Carriacou Yacht Club, Lambi Queen, Lazy Turtle Pizzeria, Lumbadive, Messages by Genevieve, Patty's Deli, Regatta Jupa, Slipway Restaurant, Twilight Restaurant, Tyrrel Bay Yacht Haulout, The Wirie, and everyone who makes free WiFi accessible in Tyrrel Bay. The combined effort of so many caring people made it possible for the CCEF to raise a record sum of EC\$20,842 over the past year (EC\$12,759 during regatta week), reaching the grand total of EC\$150,000. Another successful episode has passed and already we are looking forward to next year's edition! Mark the end of July in your 2012 calendar, drop off all items you'd like to donate at the Carriacou Yacht Club while stopping by Tyrrel Bay and remember the CCEF mantra: "It's for the kids!"

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MERIDIAN PASSAGE OF THE MOON

SEPTEMBER & OCTOBER 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!

September		21 0627		10 2254	
DATE	TIME	22 0720	11 2336	23 0835	12 2336
1	1455	23 0813	12 0000 (full)	24 0928	13 0019
2	1552	24 0905	13 0019	25 0958	14 0104
3	1649	25 0958	14 0104	26 1051	15 0151
4	1747	26 1051	15 0151	27 1145	16 0240
5	1844	27 1145	16 0240	28 1241 (new)	17 0330
6	1939	28 1241 (new)	17 0330	29 1338	18 0421
7	2031	29 1338	18 0421	30 1438	19 0512
8	2120	30 1438	19 0512		20 0603
9	2206		20 0603		21 0654
10	2250		21 0654		22 0744
11	2332		22 0744		23 0835
12	0000 (full)	1 1538	23 0835		24 0928
13	0013	2 1637	24 0928		25 1022
14	0055	3 1734	25 1022		26 1119
15	0137	4 1828	26 1119		27 1218 (new)
16	0221	5 1918	27 1218 (new)		28 1320
17	0306	6 2004	28 1320		29 1422
18	0354	7 2048	29 1422		30 1522
19	0444	8 2131	30 1522		31 1619
20	0535	9 2212	31 1619		

From Caribbean to Pacific: How to Transit the Canal Without Worrying About a Thing

by Lena Padukova

DESTINATIONS

Heading to the Panama Canal in the summer of 2011, we had too many unanswered questions that worried us. Having learned from cruiser books and blogs that the process is lengthy, expensive, and complicated, we tried to find a decent guidebook or article about the passage, but all were either very dated or not comprehensive.

Armed with printouts from noonsite.com and a few tips from other cruisers, we found out that the process was not that complex, as long as you are aware of several basic facts, which I hereby want to share. The whole Canal business can actually be very smooth and pleasant, costing a bit over a thousand US dollars for a 40-footer, and taking just a couple of days.



Above: Welcome to... PANAMA! A rainy day in Shelter Bay Marina

Right: Entering the Gatun locks of the Panama Canal. Having at least one experienced line-handler is recommended

The approach to Colón is tricky owing to a multitude of huge cargo ships, both anchored and mobile, outside of the bay entrance. The pilot and traffic control authority, Cristobal Signal Station, will help you to choose a safe route and timeframe to enter. You have to call them on VHF Channel 12 when you are a few miles away.

• REMEMBER: Approach the bay in daylight. It's an extreme and potentially very dangerous task to navigate this high-traffic area in the dark, even with AIS.

The Panama Yacht Club in Colón is no longer functional. Club Náutico is an anchorage near commercial shipping areas, with a dinghy dock (\$5/day). Anchorage Area F, also known as The Flats, is at the time of this writing only used as a brief staging point before the Canal passage — do check with the Signal Station if you want to anchor there longer. The only berthing facility, Shelter Bay Marina, is located to the starboard as you enter the bay — follow the buoys. The marina is a great meeting-point for cruisers going through the Canal, and you can get most of your questions answered there. The marina arranges social activities, and has a frequently used advertisement board.

• REMEMBER: Call Shelter Bay Marina ([507] 433-3581) or Club Náutico ([507] 445-3390) before arrival, especially if sailing during high season. Shelter Bay Marina is your first choice, considering services, cleanliness, comfort, and safety.

The city of Colón is infamous for criminality, so it is imperative to take an official (yellow) taxi if you decide to go there, and have the driver wait for you outside while you're at your destination. The Shelter Bay Marina area is safe, but the taxi ride from there to Colón is long and expensive. The marina has a free daily bus running to Cuatro Altos, a large shopping area with a great supermarket, from which you can continue to Colón by taxi to save some bucks. There are inexpensive buses (and flights) from Colón to Panama City, and a lovely picturesque railroad with fabulous views of the Canal.

• REMEMBER: If you go to Colón, only go by taxi, and do consider whether you really want to go there at all — all your needs can be addressed at Shelter Bay without trips to the city.

The paperwork preparation for the Canal transit is rumored to be a very complex procedure. You can either do everything by yourself (good Spanish is imperative), or get an agent — a certified one, which is more expensive, or an uncertified one, which is a cheaper alternative — basically a local guy helping you with the process, but not bearing any responsibility if things get out of hand. Our strong advice is: get a certified agent. Without one, you will end up with taxi bills that are higher than the agent's fee (the authorities may or may not be at the office, or give you the right papers, having you coming back several times). Furthermore, the agents can make "some phone calls" and get you going earlier, whereas doing it by yourself will take days, maybe weeks. Weigh the agent's fee against the costs of staying at the marina, the stress, and the frustration. We have compared all agencies recommended by the marina and on noonsite.com. The only one that passed our criteria for proactive service and professionalism was Eric of Centenario Shipping Agency. He also has the fairest fee.

• REMEMBER: Make sure that your agent is certified. Ask around for recommendations, but only from fellow cruisers — not locals.

Once you have an agent, the paperwork involved is quite simple. Upon arrival at Shelter Bay, check in at the marina office, in the same building as the restaurant. You will get a welcome package with a lot of useful information. Next stop is the port captain and Immigration, in a tiny concrete hut just outside the marina office. As soon as you call or e-mail the agent, he or she will try to arrive to see you right away, and will proceed with booking the measuring of the boat, and getting a cruising permit if you plan to go elsewhere in Panama. They will guide you through the process and answer questions, and a good agent can be expected to come and check up on you just before you leave for the Canal.

• REMEMBER: Cooperate with your agent; do not take any other advice as gospel. The agent is responsible for your paperwork; an authority can make a careless statement and mislead you, which could end up in fines (which almost happened to us). If in doubt, double-check with another agent or a fellow cruiser.

When the Admeasurements Officer arrives, the whole mysterious admeasuring business turns out to be nothing fancier than a measuring tape being stretched from your boat's bow to its stern, to calculate the Canal fee. My Jeanneau Sun Odyssey 37.1 suddenly became a 39-footer, could be because of its physical structure expanding in the Panamanian heat... or just the arbitrary way the officer held the tape. It didn't make a difference for the Canal fees, since all vessels under 40 feet LOA pay the same fee, but I guess it's a lucky strike in case I ever choose to sell the boat...

• REMEMBER: Your dinghy davits, solar panels, anchors, bowsprit decorations or anything that is protruding fore and aft will be included in your LOA. Prepare your boat beforehand to avoid ending up in the wrong length category.

After the boat is measured, you will be asked to fill out a few forms. The theoretical requirements for a sailing vessel to transit the Canal are beyond a regular cruising yacht, so you will be routinely asked to sign a form to absolve the Canal authorities of any liability for your vessel being damaged owing to failure of your boat's equipment. Your boat needs to have a private toilet facility, cleats fore and aft, fenders and lines of certain sizes, and a functional engine with sufficient fuel, meeting certain speed requirements. In theory, you should be able to make eight knots, which most small pleasure craft would never dream of. Nevertheless, skippers do state that their boat can reach eight knots just to be on the right side of the "theoretical". In practice, you'll never make over four or five knots, but if you express your concern about your speed being potentially too low, you might get into a deep bureaucratic mess, requiring much more time and money than planned.

• REMEMBER: Talk things through with your agent and other cruisers. Check your engine and do the necessary service, as it will be under some strain (motoring non-stop for up to ten hours).

The lines and fenders of required sizes can be rented from your agent. As for line-handlers, you are required to have four, apart from the skipper. If you have fewer than five hands in total, you can look for fellow cruisers wanting to gain some beforehand experience of the Canal (they will not cost you more than possibly \$30 for their return trip), or backpackers and non-local line-handlers (who will cost \$50 to \$100



and might be a cat-in-a-bag concerning their actual sailing experience), or settle for the line-handlers provided by the agent. These might cost \$80 to \$200 per person for the whole passage (two days), but are highly professional. If you've never made the passage before, make sure you have at least one or preferably two line-handlers from your agent. We have seen an American boat with neither Panama Canal experience nor local professional line-handlers make the passage, and they were outright dangerous to themselves and to all other boats in the lock.

• REMEMBER: The best way to prepare for the transit is to volunteer for line-handling on another boat. The best way to repay this favour is to let somebody else volunteer on yours. When booking line-handlers through your agent, emphasise that they have to be experienced and speak at least a little English (unless you are a fluent Spanish-speaker).

Drinking water is a requirement for the passage, and so is food for all your crew, including the advisor. You will have to prepare a lunch (before setting off to the Canal), a dinner (on Lake Gatún), a hearty breakfast, and another lunch. Stock up on fruit and snacks, as the hours might get long; hot and thirsty sailors appreciate chilled sodas and bottled drinking water. Since everyone will be busy with the frantic Canal manoeuvring, the meals should be easy and fast to prepare. But beware: if you serve something too simple, the advisor might order a better meal from a nearby restaurant and make you pay for it (plus the delivery). We've found that pizzas, burgers, well-filled sandwiches, hot dogs, and similar fast foods are appreciated by Panamanians, and are easy to prepare beforehand. Anything more complex will also do, but get it ready fast, as everyone is likely to be frustrated and starving by the time you start cooking. The advisor may or may not stay for the dinner, and may ask for a sandwich instead. Beer or drinks in the evening are highly appreciated by most crew.

• REMEMBER: Ask the line-handlers about food preferences or allergies. Have a lot of food ready; your new hungry and thirsty crew is likely to ask for extras. Get paper plates if you don't want to wash the dishes for six people, three times a day.

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On the day of the passage, the advisor usually arrives at The Flats at 1645 hours. Settle your clearance in the morning, and leave Shelter Bay Marina at around midday, alerting Cristobal Signal Station on VHF Channel 12. The trip from Shelter Bay to The Flats will take you about an hour. Drop your anchor, treat your crew with a lunch, and go through what is expected of everyone. Monitor VHF12 as the signal station will call



Left: The Flamenco Marina, with all facilities and friendly service — though more expensive than dropping the hook half a mile to the north

Below: The anchorage of Las Brisas, with Panama City landmarks in the background



you to announce the time of the advisor's arrival. After the advisor arrives, you'll immediately proceed to the first lock. If any other sailing boats are scheduled for the same day, you will be rafted together. The raft (or your single boat) will be centred in the lock chamber, behind any larger vessels, with ample space from the sidewalls.

Four lines go to the sides of the chamber, where the lock assistants will fasten them, and your line-handlers will take in the slack or let out the lines, while the water level is rising (locks at the start) or falling (locks at the end). Under no circumstances should you agree to moor directly to the sidewall of the lock chamber, as this might seriously damage your boat.

• **REMEMBER:** If you are unsure of anything, ask your advisor, local line-handlers, agent, or cruisers who have completed the passage. You are still responsible for the boat, since you alone know her manoeuvring abilities, so do not trust the advisor blindly when motoring in the locks.

The passage of the locks, three at each end of the Canal, should go fine, as well as motoring over Lake Gatún (after the advisor arrives too early in the morning, coaxing you to get going quickly). Sure, some boats encounter problems, primarily with their engines. But as there are several boats in each batch, you'll always have a chance of being towed by another sailing boat, instead of paying obscene sums to the Canal authorities for rescuing your boat. The fresh water at Lake Gatún, though brownish and opaque, will cleanse your engine's cooling system and your domestic pumps.

Watch out for big cargo ships, as their wake is impossible to dodge in the narrow Canal; close your hatches.

• **REMEMBER:** Make theoretical preparations for an area with strong tidal differences. Watch the work being done on a new set of Canal locks, an immense project planned to be completed in 2014.

After passing the last locks, a lot is left to do. Drop off borrowed fenders and lines at the place previously decided with the agent, usually at Balboa Yacht Club fuel dock. Don't accept any extra charges for that, except for \$1 per tire if they are fetched off your boat by a dinghy. In strong winds, currents, and high seas, the fuel dock is dangerous to approach. Ask if you can use the moorings off the fuel dock (\$10 per day) — but they might be all taken, or too shallow for your draft. The Flamenco Marina is one place to get a berth; a reservation is advisable, especially for larger vessels or during high season. Be prepared to pay \$1.75 per foot per day up to 49 feet for shorter stays. La Playita is a small marina less than two miles southeast of Balboa Yacht Club; they are slightly less expensive than Flamenco, have showers and a very inexpensive laundromat, and the water is included in the berth price. If you don't go to a marina, head farther to Las Brisas, which is an anchorage just past Flamenco. The bottom is mud, with poor holding, but the cost is only \$5 a day (for the dinghy dock).

• **REMEMBER:** Balboa Yacht Club is closest to the city, yet all four locations require a taxi ride to get to the central parts of the capital. At the time of writing (summer 2011), several thunderstorms left boats and moorings at Las Brisas dragging, and local fishing boats damaging sailing yachts.

The successful transit of the Panama Canal calls for a celebration. Skip the champagne and go to the small grocery shop in Las Brisas, get a bottle of Abuelo rum, a Cohiba Maduro, and some dark chocolate, sit on the deck and enjoy the last bite of civilization, before whatever your next destination is going to be — Las Perlas, Galápagos, Chile or Tahiti. There is an announcement board at Las Brisas, and their cruisers' net starts at 0800 on VHF Channel 74. The fuel at Balboa Yacht Club dock is less expensive than in Colón, and there are a number of specialized boating shops (Abernathy, Tesa, Gente del Mar, and many more). Clearing out is best done in Balboa Yacht Club. And wherever you will go from here — have fun, and welcome to the Pacific!

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by Frank Virgintino

YOUR boat is coming out of lay-up for hurricane season, probably in Grenada or Trinidad. The question now is, where to head? Do we retrace our steps back north through the Lesser Antilles to revisit the Windward and Leeward Islands? Or perhaps just make a few small excursions from where we are over the next months, using our hurricane base as home base?

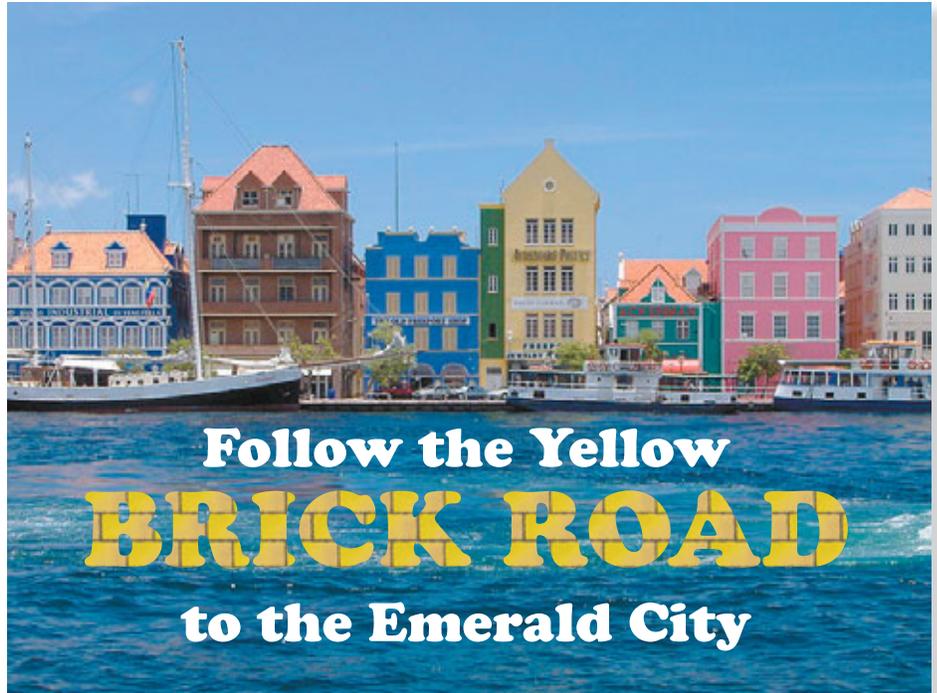
The Caribbean Sea covers 1,000,000 square miles. There are seemingly endless numbers of islands, cays and mainland countries that can be visited.

The tradewinds have returned with a new vigor and force that earns them the special name of the Christmas Winds. They blow from the east through northeast and can be gusty early in the season, many times exceeding 20 knots. The current runs from east to west. Unbeknownst to many sailors, the current is called the Caribbean Current and is actually part of the Gulf Stream (or vice versa as no one can really say for sure where the current starts or ends). Count on it to *average* one knot westward. The wave action will normally follow the wind.

We can cross north and west and visit Hispaniola, Jamaica, the Cayman Islands and Cuba but we should consider that early in the tradewind season, the northwest Caribbean is affected virtually weekly by "northers" that come down from North America. The northers stall the tradewinds and bring cloudy skies and cool temperatures. Many times a strong norther can reach eastward through the Virgin Islands.

The Logical Route

The logical route, early in the tradewind season, is to head west and allow the waves, wind and current to carry us on broad reaches. While opinions vary, this author believes that it is best *at this time* to stand off the coast of Venezuela, including its islands. Some say there are safe areas in Venezuela, but my idea of cruising does not include playing Russian roulette with my life and the lives of my family and friends. The country is simply outside the rule of law and anything goes. The government of Venezuela will not protect you and if you are attacked while in Venezuela, will not assist you. In fact their rhetoric may



The Willemstad waterfront is pretty as a picture, with buildings in a rainbow of Caribbean colors with Dutch tile roofs

actually instigate an attack. The belief of the pirates who operate there is that they are simply "preemptive nautical salvage experts" — your boat and its contents are salvage because they found it, notwithstanding that you are aboard. Stand off and do not call in Venezuela until the rule of law has been re-established.

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Instead follow the Caribbean Yellow Brick Road: the rays of the Caribbean sun heading westward to the ABC Islands: Aruba, Bonaire and Curaçao. After the dissolution of the Netherlands Antilles last year, Bonaire became a municipality of the Kingdom of the Netherlands and Curaçao became a constituent country within the Kingdom. Aruba has been a constituent country of the Kingdom of the Netherlands since 1986.



Above: It's a place so inviting that the Customs officer actually smiles at you

Right: Perhaps the vendor is really Sint Nicholas!



Between Bonaire and Aruba is Curaçao. If ever there was an Emerald City at the end of the yellow brick road, Willemstad is it. They say one picture is worth a thousand words.

The interesting thing about the ABC islands is that they are easily accessed but not often visited by cruising sailors. Why are they so often overlooked? Most often because of perception. When asked why they bypassed the ABCs, cruising sailors say that they think Bonaire is really for scuba divers, Curaçao is much too industrial and Aruba is for cruise ships. In every misconception there is always an element of truth. Bonaire does have some of the best diving in the Caribbean, there are parts of Curaçao that are industrial and Aruba does have high cruise ship traffic. That, however, is far from the whole story.

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Willemstad, Curaçao

Picture a city made of two cities (Otrabunda and Punda), one on each side of a river, connected by a floating footbridge that opens to ship and yacht traffic. Set behind the footbridge is the Queen Juliana span bridge well over 150 feet high that allows traffic to cross. Picture buildings in a rainbow of Caribbean colors, all topped by Dutch tile roofs. It is a place so inviting that the Customs officer actually smiles at you and invites you to come sit down at his desk.

The officer tells you reassuringly not to rush and asks if you need help. It's a place where the staff at Immigration spends time with you explaining their island and giving you polite answers to all of your questions. Sounds too good to be true, but when you reach the Emerald City of Willemstad anything is possible.

Imagine a lineup of Venezuelan fishing boats every day selling fresh fish of every type at very affordable prices. Imagine a fruit and vegetable market that will make you think of "visions of sugar plums dancing in your head".

Curaçao has beautiful and protected anchorages in what they refer to as Spanish Waters (Spaanse Water) at the southwest end of the island. It costs US\$10 for an anchoring permit and your boat can stay for up to six months. In Spanish Waters and in Willemstad there are marinas and boatyards with infrastructure and capacity for work on cruising boats — work of all types, done by skilled craftsmen. The island has chandleries including Island Water World and Budget Marine as well as others. Spare parts and boat gear can be brought in duty free for "vessels in transit".

Along the northwest coast there are so many beaches that it is difficult to choose. However, what they all have in common is that they are all excellent. These beaches have clear, clear water and white, white sand.

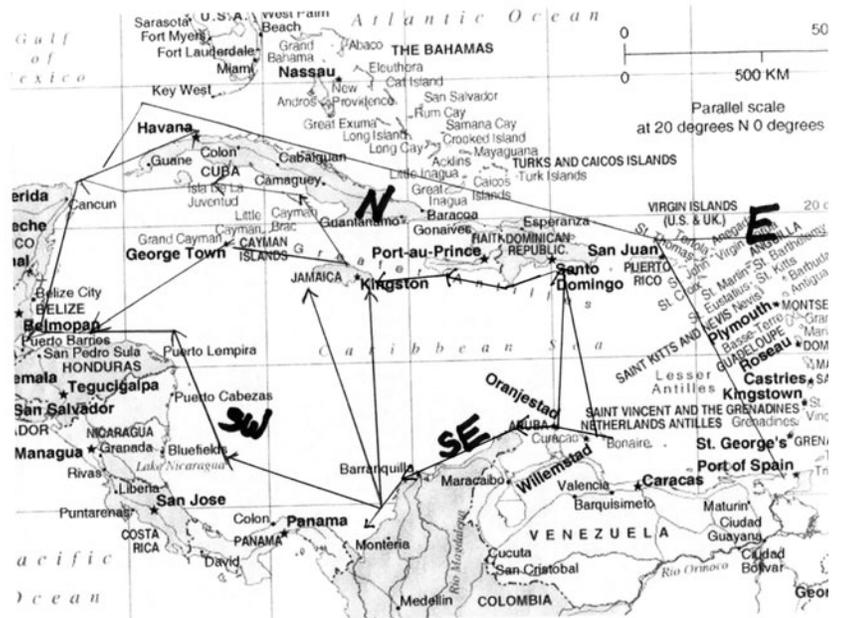
Just about now you are probably thinking that the ABC islands either paid the author to write this article or that he is suffering from a case of "head over heels in love with a place". The truth is neither of the above. Willemstad really IS the Emerald City of the Caribbean and the architecture and color will overwhelm you and entertain your eyes. The more than 60 different ethnic groups that live there will lead you from listening to people speak in Papiamentu (local Creole dialect) to visiting a Jewish temple followed by an East Indian lunch. The cleanliness of the island and the friendliness of the people will leave you wondering why the whole world cannot be organized this way.

Jumping Off Again

You will find that the ABCs are centrally located in the Caribbean and a stepping off point to a number of different areas. You can cross the Caribbean by heading north on a beam reach. The farther north you go, the lower the seas will usually be as you come into the lee of the large islands of the Greater Antilles: Cuba, Hispaniola

and Puerto Rico. Or you can continue west to Colombia and Panama.

Crossing the sea, heading north and south, rather than heading east and west is most often good routing in the Caribbean. You will sail on a beam reach (broad to close depending on your destination) and will avoid the high following seas in the western part of the Caribbean where fetch is greatest. Avoid "EW-itis" (east-to-west



syndrome) and remember there is a north and south. The chartlet cuts the Caribbean into four quadrants (N, E, SE and SW). Each quadrant has its own characteristics, which are explained in greater depth in this author's new book, *A Thinking Man's Guide to Voyages South — The Many Facets of Caribbean Cruising*, now available as a free download at www.freecruisingguide.com or at Amazon.com in Kindle format.

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Suriname:
 A Destination for Sailors? Why Not!
 Part One:

So Much to Offer

DESTINATIONS

by Petra and Jan Willem Verson



DINSE DER HYDROGRAFIE, 2004

Were you intrigued by the article on Suriname in the June 2011 issue of *Caribbean Compass*? For those who missed it, here's a short summary:

- The trip from Tobago is only 475 miles and takes four to six days, depending on wind and current (which runs against you), and you can have stopovers at Guyana and New Nickerie.
 - The approach is easy, as the estuary of the Suriname River is well buoyed and all buoys are lit. Start your approach at the outer marker at low water and navigate upriver on one tide nine miles past Paramaribo up to Domburg. Contact MAS (Maritime Authority Suriname) on VHF Channel 12 and ask for directions.
 - In Domburg, moorings are available. It is also a safe place to drop your anchor.
 - You can arrange your visa once you are there. The live-aboards in Domburg will be happy to tell you where to go and what to bring.
- The following article is not meant as a pilot, but merely as a useful guide for sailors who want to stay in Suriname for a longer time, for instance during the hurricane season.*

Suriname, located on the north coast of South America between Guyana and French Guiana, is a relatively "new" destination for sailors in the Caribbean. Suriname does not have a sailing history: Columbus never explored it and only a few Surinamese actually own a sailing yacht. Which is weird, as historically, boats always were the most important means of transport. Suriname has many big rivers and as recently as three years ago the interior was quite difficult to reach over land, so there was not much choice.

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Top right: The chartlet is a fragment of Dutch sea chart NK 1017
 Right: Local river travelers routinely negotiate small waterfalls
 Below: Carib children welcoming us to the village of Sipaliwini



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The indigenous people (Caribs) and the Marrons (descendants of former slaves) still navigate the rivers in pirogues. You are lucky if you spot them paddling, for most of the bigger pirogues now carry outboard engines. But whether they have an engine or not, navigating the rivers is a struggle in the dry season, when the water level becomes so low that the skippers have to carry their boats over many small waterfalls in order to reach their destination.

Part of the Adventure

This is the great thing about Suriname: you're not just a spectator on the sidelines. The Surinamese invite you into their lives and make you experience it all yourself! We did so ourselves, when we left our boat, *Witte Raaf*, on a mooring in Domburg and traveled to the tiny village of Sipaliwini in the far south near the Brazilian bor-



Above: Heerenstraat in Paramaribo

Right: There's always something going on. At a *djaran kepeng* (traditional Javanese show) dancers on 'horseback' gallop to gamelan music
 Bottom right: Carib peeling cassava



der, where we happened to be the first tourists to ever visit. All the children of the village welcomed us: they sang for us, conducted by the "captain" who at the same time played bone flute and turtle. Turtle? Yes, in Carib territory the shell of a turtle becomes a musical instrument after the animal is consumed. The captain held it against his body, closing the tail end off with his arm and with his right hand opening and closing the hole where the head used to be. *Bwop bwop buw buwop...*!

The party went on until all of the *kassiri* (a fermented cassava drink, traditionally brewed in the largest pot available — a canoe) was finished. It tastes awful, but you'll have to at least take a sip before you switch to beer.

The Caribs also offered us caiman, turtle and monkey, but we decided to stick to chicken and they were perfectly okay with that. But what's more, they offered to take us in their pirogues to Kwamalasamutu. The distance was approximately 100 kilometres, but on the way we encountered more than 150 waterfalls as we traveled for three days through the jungle.

Imagine yourself in a pirogue crossing territory where no white man has set foot, guided by natives who have a completely different concept of universe, life and time. You get to see the world through their eyes. What is most important of all? Safety and food. The Caribs hunt day and night and it seems as if they never sleep. But they found us equally amazing; sleeping for nine hours in a row, apparently not wondering about any dangers in the forest... So they watched over us and gave us freshly caught fish in the morning. But they never babied us. The fish we had to cook ourselves over a wood fire and we also had to gather the wood and light it, while they pretended not to look. Yes they had fun too!

Communication seemed a bit of a problem. The Caribs spoke their own language and a little Sranan Tongo (Surinamese language). On the second day our skipper asked us in Sranan Tongo when we would head back for Holland. Our knowledge of Sranan Tongo is not great but to his amazement we were able to tell him that we live in Suriname. The next day the same skipper suddenly made conversation in Dutch and added that he also spoke English and Portuguese. These people are hard to fathom but this makes communicating with them even more fascinating.

Much to Offer

Although as a CARICOM member Suriname is very much a part of the Caribbean, it is very different from most of the islands. You notice the difference when you are still ten miles out, when you smell the country before you actually see it! The smell of the jungle will take a firm grip, and be warned: many sailors intend to visit for only a couple of weeks, but end up staying for three months or more.

A former colony of the Netherlands, Suriname became independent in 1975. Just as on the Caribbean islands, the indigenous people are Caribs and they currently form ten percent of the population. After a period of Spanish, French and English exploration, the other main ethnic groups arrived in British and Dutch colonial days: Africans were imported to be slaves on the plantations, and after the abolition of slavery, Chinese, Indians and Indonesians from Java were invited as contract labourers. It's an interesting melting pot and, most important, it's a pleasure to be among these people. All the ethnic groups live peacefully together; the impressive mosque in Paramaribo is located next to the synagogue. Every ethnic group has its own religious festive days, but everyone shares them. It is a matter of understanding and respect.

Respect is important in Suriname. People are brought up to be very polite, among each other and perhaps even more so to guests. So act like a good guest, show courtesy and dress accordingly. Don't wear swimwear into town and dress nicely when you go somewhere. Remember that many people are religious, so don't use rude language. The Surinamese will appreciate you showing respect. And they'll respect you.

The official language is Dutch but many people speak English. As soon as you step ashore, people will ask you lots of questions. Where do you come from? Was your boat unloaded from a container ship? It can't be true that you actually arrived on your own keel! Where did you stop for the nights? Probably they will take you home and invite you for dinner, no matter what time of day it is. Accept the invitations.

Suriname's economy is prospering. After independence, half of the population chose Dutch nationality and moved to Holland.



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In the last ten years, a growing number of well-educated second-generation Dutch/Surinamese are re-migrating to Suriname and starting businesses. Pensioners return in large numbers to Suriname to spend their retirement in their motherland. Also Dutch people from Holland (they call them *bakras*) have found Suriname to be a good option for spending their holiday, starting up a business or retiring. You can imagine that the effect on the economy and the building activity is impressive.

Suriname is statistically by far the safest country in the region. Although drug-trafficking is still a major issue and the fight against corruption is not won yet, your only confrontation with these aspects of criminality will be the shiny big cars you see all over the place and the huge mansions along the Suriname River. Of course there is some poverty, but if you act sensibly, chances of being mugged are almost zilch.

Always Something Going On

On July 1st, Suriname commemorates the abolition of slavery with a celebration called Ketu Koti. "Ketu" means chains, and "koti" is derived from cut and/or *cortar* (Spanish). So it means: breaking off the chains. Originally a Creole event, in Suriname's multicultural community everybody celebrates Ketu Koti. The festivities are concentrated around the Palmentuin public garden in Paramaribo. People dress up festively in colourful *panjis* (a piece of cloth worn as a skirt, today's daily dress of the Marrons) and headscarves called *anisas*, famous for their traditional secret meanings — such as the "Kiss-my-ass anisa"! They are traditional with sewn decorations or trendy, and we saw many joyful African prints as well. Bring your camera as everyone wants to pose for you!

Independence Day on the 25th of November is a repetition of the same type of festivities, so if you've missed Ketu Koti, you are probably in time for "Srefidensi".

The annual Swimming Marathon from Domburg to Paramaribo is on the first Sunday in July. The start is in Domburg, so you have the best spectator's seats in your cockpit. It is a fun spectacle so, again, have your camera ready.



Above: Celebrating Ketu Koti in the Palmentuin

Top left: Carib peeling cassava

Bottom left: The Savannah Rally

The Savanna Rally, four days of spectacular driving in Suriname's interior during the first week of November, is the biggest and most adventurous automobile event in the whole of South America. The organization is flawless and the fun includes a tremendous dance party on the third night. Check for details at www.sarkonline.com. Casual participants are most welcome in Tourist or International Class and are allowed to take up to four people per car.

New Year's Eve in Paramaribo starts at noon, celebrating the end of the last working day of the year. Every company and every shop shoots its own firecrackers. They do this one by one, along a stretch of almost two kilometers, so you can enjoy the tumult for hours. Earplugs are necessary and smoke and ash are everywhere. For the "in crowd" a huge dance party is organized in Zwartenhovenbrugstraat. In Suriname no party goes without food, so there is enough for everyone and lots of rum punch. Join the crowd there around 3:00PM and you are welcome to party along all afternoon.

All year round: in Suriname the Hindu tradition is still very much alive and during your stay in Domburg with your boat you undoubtedly will witness at least one of the many colourful processions.

MARINE STORES AND FACILITIES

The one and only chandler in Suriname is NV Propellor (Industrieweg 18c, tel. [597] 481348, e-mail: propellor@sr.net). Don't expect too much but still they might surprise you with what they actually have in stock. Go by bus, as the store is near Paramaribo.

In case of emergency, Holsu (the fish company in Domburg) may be able to help you out or arrange a mechanic. Also there are many mechanics, welders, electricians, etcetera in town and around CEVIHAS, the only place where you might be able to have your boat lifted. Talk about your problem in the sailor's pub and surely everybody wants to be of assistance.

Remember you are in South America, where people are creative and clever in finding solutions without spending too much money. You'll find many skilful mechanics, electricians, welders, and the like, but nobody is really specialized. So depending on the problem you have, check the Yellow Pages or just ask around.

For batteries and electrical parts check Cormoran at Burenstraat 9.

The following outboard suppliers are all in Paramaribo:

Yamaha: Wagenwegstraat 53

Evinrude and others: try the shop next door to the Yamaha dealer, they carry parts for many brands and are very helpful.

Mariner: Dr. Sophie Redmondstraat 2-12

Tohatsu: Dr. F. Nassylaan 47

Next month:

Petra and Jan Willem reveal the four top reasons to visit Suriname.

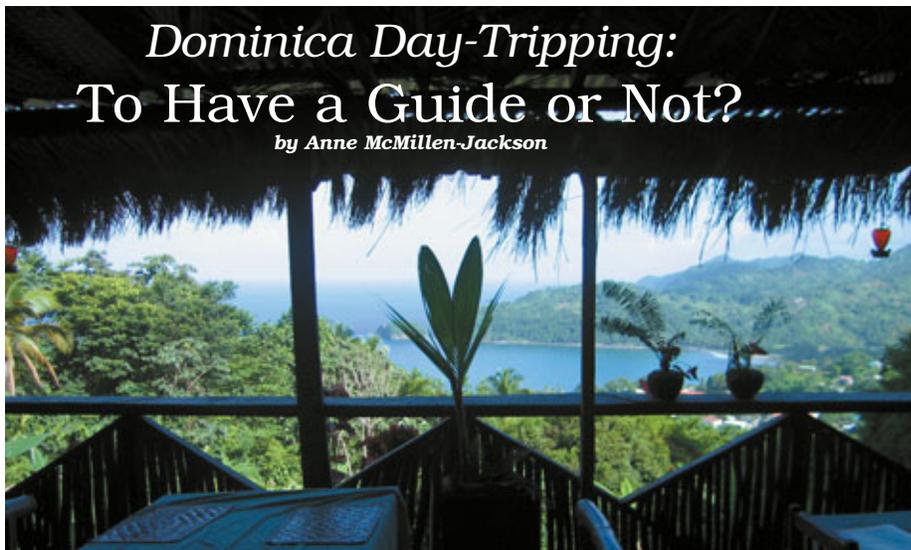
Petra and Jan Willem Versol have been cruising the Caribbean on the 40-foot ketch Witte Raaf for five years and also have a home in Suriname. You will find lots of information on their website, www.witteraaf.info, and you can contact them at pjwversol@hotmail.com; they are happy to be of assistance.

Petra says, "After our short article was published in the June issue of Compass, we had several e-mails from sailors who asked for more information because they definitely want to come to Suriname. One of them even wrote, "This is exactly what we've been waiting for!"

Detailed pilotage information on Suriname is available at www.cruiserlog.com/wiki/index.php?title=Suriname.

Dominica Day-Tripping: To Have a Guide or Not?

by Anne McMillen-Jackson



Caption Winston guided us to lunch with a view

Riverland

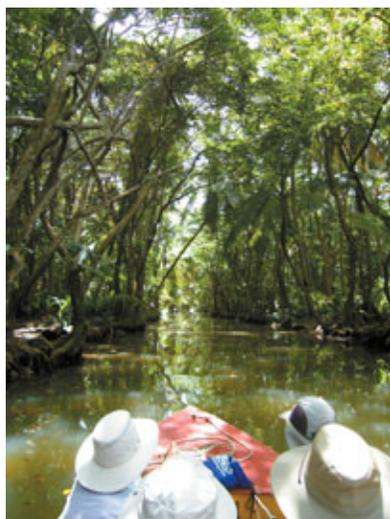
Pluck a wrinkled fruit from a tree, slice it open, and suck the sweet-tart slime off the seeds inside. Not something I would normally do on my own. Is it poisonous? Will it taste good? Just what the heck is it?

The answers to these and a hundred more questions were just a step away. That's the beauty of a hiring a local guide in a foreign country. They know the land, its people, and its history. They know the flora and fauna, what tastes good and what is poisonous. Best of all, they are delighted to share their knowledge with visitors.

My husband, Chris, and I are cruising the Eastern Caribbean islands aboard *Mr Mac*, our Bruce Roberts 45-foot sloop. We're also cruising on a tight budget; when the money is gone, it's back to work. Consequently, we favor exploring ashore by foot or local buses over hiring a taxi or a guide. So when friends proposed taking advantage of guided tours when we were in Portsmouth, Dominica in May 2011, it was decision time. And boy, did we make the right decision!

Monty arrived alongside *Mr Mac* at 8:00AM to take us on a half-day guided trip up the Indian River. We joined six other cruisers in his colorfully painted wooden boat, and began our adventure.

The mouth of the Indian River is hidden by the rusting wreck of a ship pitched into the shallows during a past hurricane. It creates a protected area where fisher-



Cruising the sun-dappled Indian River

men anchor their boats, and a quay wall provides dinghy access to shore. Cars and trucks thunder across the bridge that spans the river, but once beyond the bridge, peace descends; motors are forbidden on the river.

Monty expertly rowed the boat upstream between banks of verdant foliage, slow against the lazy flow. Blue land crabs scurried amongst the twisted tree roots, while schools of mullet swam just beneath the surface of the murky water. Monty identified the local trees and wildlife, calling our attention to sights undetected by our inexperienced eyes, such as fuzzy heron chicks sidling along the overhanging branches, peering at us through the leaves. He also pointed out two locations on the river where scenes from the *Pirates of the Caribbean* movies were filmed; we were relieved to see that not a trace of Hollywood remained in the pristine environment.

With each twist and turn, the river narrowed and shallowed. Tours are suspended during the rainy season when the river overflows its banks, but the rains had yet to start this year, and the water was low enough to see the bottom in some spots.

We disembarked at the thatched-roofed Jungle Bar, unmanned at this early hour. From here, Monty led us on a hike through an old plantation where they still grow an amazing variety of crops: pineapples, papaya, mangos, cocoa, yams, tomatoes, tamarind, coconuts, cashews, passionfruit, and bananas. He plucked fruits from the trees, cut them open, and passed them around so that we could taste mango and papaya. One of the workers hacked open coconuts so we could drink the sweet milk. That odd, seed-sucking fruit? Cocoa pods, before the seeds are harvested to be made into luscious chocolate. The treat was slimy, but delicious.

Beyond Portsmouth

Two days later we ventured beyond Portsmouth on a full-day land tour hosted by Winston. Eight of us piled into a minivan, air conditioning courtesy of open windows. At our request, Winston took us south along the Dominican west coast to the Macoucherie rum distillery. Established in the 1800s, this distillery uses only sugarcane harvested from their own 20 acres, so environmental conditions strongly affect their annual production, making it a rare bottle to find. The facility is decidedly low-tech, using time-honored methods to produce its rum. Water is diverted from the Macoucherie River into a small cement channel and through a water wheel, which powers the sugar cane grinder. A wood-burning boiler is used to heat the cane juice, and the distiller itself is a glass jar in a box. The rum tasting consisted of a tray of bottles and a stack of plastic cups; help yourself! For US\$3 each, the tour was an inexpensive and fascinating glimpse into the past, a world away from the glitzy, spit-polished distillery we toured in Puerto Rico. And the rum was delicious.

Our next stop was the Layou River for a refreshing dip. Entering the river from the small sandy beach, we rode the current downstream and across to a man-made pool that captures the water of a natural hot spring, forming a river-side hot tub.

—Continued on next page



The cool clear waters of Emerald Pool



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—Continued from previous page

After our dip, we stayed in our bathing suits as we headed inland toward the Morne Trois Pitons National Park. This World Heritage Site in the heart of Dominica's mountainous southern region boasts varied terrain, from the lush rainforest to the barren Valley of Desolation, where hot springs and steaming fumaroles are evidence of active volcanism.

On the northern edge of the park lies Emerald Pool. We hiked a short distance through the rainforest, awed by the size and abundance of the foliage, and delighted by the splashing of the stream over its rocky course. The stream flows into Emerald Pool as a waterfall arching gracefully from a bed of green ferns and vines. The water was chilly this high in the mountains, but no one missed the opportunity to dive into the clear water and tuck in under the waterfall for a vigorous massage. Back at the visitor's center, we changed into dry clothes and browsed the local wares and artwork offered for sale.

Having whetted our appetites, we stopped for lunch at a roadside restaurant. From the dark, cozy front room we emerged onto a covered porch suspended over the edge of the hill, overlooking the forest down to the ocean. It was hard to concentrate on our food with such an incredible view, but we all managed to clean our plates of such local dishes as cassava, baked bananas and boiled green bananas, in addition to either fried chicken or salt fish.

We might have been tempted to snooze in the mini-van after our filling lunch, but Winston kept us awake and interested by pointing out plants and trees, relating the history behind the towns and villages we passed through, and stopping to enjoy a particularly fine view or harvest a treat. One such delicacy was the cashew fruit that he plucked from a roadside tree. The cashew pod, which holds the nut, nestles below an extremely juicy yellow fruit that we snacked on as we continued down the road.

Traveling north along the east coast, the road wound through the Carib Territory. The indigenous inhabitants of Dominica, the Caribs welcomed Columbus to the island in 1493, but the population has since been decimated. Only about 3,000 Caribs now live in the 3,700-acre Territory, but they keep their traditions and crafts alive. Stands showcasing their handcrafted baskets and carved coconuts lined the road. We perused the wares, buying a beautiful basket and a cunningly woven wicker-covered bottle for EC\$65 (about US\$25). The Caribs are a disappearing peo-

ple, and we were grateful for the opportunity to share in this aspect of their culture.

Winston also took us to a hut where oil is distilled from bay leaves for use in soaps, cosmetics, and colognes; a stand where a man was roasting shredded cassava root in a huge metal kettle over a wood fire to make flour; and a trail that led through the woods to a moonscape of rocks overlooking the ocean. A small cave carved into the rocks was the alleged hideout of a local drug dealer long ago, until someone divulged his secret. These were not sights we would have discovered on our own.

It was dark upon our return to Portsmouth, but there was one last stop to make.

The people of Japan had donated a new fishing facility to the town, and tonight was the grand opening. We joined the hundreds of people crowding the streets and the new dock, enjoying the food and drink and music. We toured the sparkling clean new building with its meeting rooms, restrooms and showers for the fishermen, ice room and coolers, and fish processing room. Freshly caught tuna steaks glistened on ice, and we bought one for the great price of about US\$3.50 per pound. The new fishing dock will also serve as a fuel dock in the near future, benefiting cruisers who currently have to tie up with difficulty to the cruise ship dock to refuel.

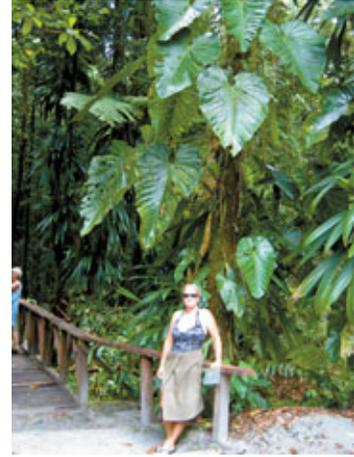
It was nearly 8:00PM when we arrived back at Mr Mac, 12 hours after we had left, tired but happy. We had paid US\$50 each for the tour (not including the rum distillery tour fee, lunch, and any purchases we made), which worked out to less than \$5 per hour for the transportation and Winston's experience and expertise as a guide.

We arranged our tours through the gentlemen who comprise the Portsmouth Association of Yacht Security (PAYS). The tours range from a few hours to a full day, the guides are knowledgeable and professional, and your interests are considered in planning your itinerary. Prices may decrease with increasing number of people on the tour. However, we preferred to pay a little more to have a smaller group so everyone could hear the guide, ask questions, and participate fully in the activities.

Our foray into guided tours was a grand success in Dominica. Though we still wander on our own, on and off the beaten track, we no longer discount the value of a well-run tour, especially on large islands like Dominica, when there is so much to see and never enough time. And the relief in having a designated driver after touring a rum distillery — priceless!



Treats from trees! Opening coconuts to drink the tasty milk



Giant foliage abounds in the rainforest

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Trinidad & Tobago

Photo: Stephen Dulla Costa

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Volunteering While Cruising: Our 'Dog Days' in Grenada

by Ann Clough



The author with two of the 'patients' at the Grenada Society for the Prevention of Cruelty to Animals shelter in St. George's

Halfway through a two-year round-trip to the Caribbean and Bahamas, John and I arrived in Grenada in July 2010 aboard *Moonlight*, our Vancouver 36, to take refuge for the hurricane season.

Listening to the VHF cruiser's net one morning, we pondered how to spend the next four months, but somehow the bimini-care seminars, drag queen competitions and 'Motown Hoe-Downs' (I have no idea what that is) being advertised on the net didn't appeal. Being in one place for a period of time we were keen to get involved with the local community, so in pursuit of inspiration, I consulted Google.

A quick internet search later we were welcomed as volunteers at the Grenada SPCA Animal Shelter in St. George's, which offers low-cost animal care, neutering programmes and the rehabilitation and re-homing of abandoned, neglected and abused dogs and cats.

Arriving for our first day of volunteering, we were immediately assigned to walking the dogs living in the shelter's modern kennel block while awaiting adoption. I'm not sure whether we walked the dogs or if they walked us, but by the end of our first afternoon we had fallen in love a dozen times over and what we originally planned to occupy us one or two days a week soon turned into six as we found we couldn't keep away from our new furry friends.

A few days into our new vocation, two abandoned dogs arrived, both of which were in appalling condition and very frightened.

Big Joe was very large but painfully thin, covered in cuts and seemed to have given up on life, hanging his head low and dragging his feet when we took him out for a walk. Scruffy had no hair at all, was covered in scabs and was terrified of people, hardly surprising as she was brought in after a local resident had caught children throwing stones at her. Our hearts went out to these unfortunate creatures and they became a big part of our lives over the following weeks.

As well as walking the dogs, we also helped to clean the kennels, and after a couple of weeks, Peggy (the president of the GSPCA) asked us if we would look after the kennels so the kennel assistant (along with the receptionist, one of only two paid workers at the shelter) could take a two-week holiday. Chuffed that Peggy had so much faith in us after such a short time, we agreed straightaway.

Big Joe was happiest when he was around people and would quite happily sit in the reception on a lead attached to the receptionist's chair, which (as he was a big strong dog) occasionally led to the receptionist disappearing from view and being dragged through the building mid-conversation with a customer when Joe saw or smelled something interesting that required immediate investigation.

In the kennels, we somehow managed with a dog in every spare room or corridor and at least one on a walk with John, while I cleaned the kennels with a dog under each arm, one in each pocket and one on my head. Well, almost.

The second morning looking after the kennels, we were greeted by a plague of enormous cockroaches. These were no ordinary cockroaches; they were enormous and had horns, antlers, fangs, hob-nailed bover boots and an urge to run up my trouser legs. They were everywhere: on the floors, on the walls, on the ceiling and on the dogs. Okay, so they weren't on the dogs, but it wouldn't surprise me if one or two had ended up in the dogs.

We wrestled the dogs out into the yard and I started to clean the kennels, but every kennel brought with it a cockroach encounter that turned me into a gibbering wreck. I don't do creepy crawlies (I once had hypnotherapy to help me deal with my fear of spiders) and so when John returned with one of the dogs I had a screaming tantrum, which wasn't helped by a cockroach falling onto John's head halfway through my rant. As I stood on wobbly jelly-legs, head in hands and close to tears, explaining that I couldn't cope, John calmly said that I had to be brave while simultaneously smacking a passing cockroach with a metal dog bowl. I took a deep breath, persevered and by lunchtime I had got used to the cockroaches enough to dispatch them with a rubber dog bone I kept in my pocket for the task, and thankfully a dose of bug spray in the drains got rid of them once and for all.

We showed potential adopters around the kennels and while showing a lady and her ten-year-old son around one day I asked if she had any idea what she was looking for. The lady responded by asking if we had any beavers. I'm not usually lost for words, but I wasn't entirely sure how to explain that we only had dogs and cats and were completely out of large treemunching rodents, while also trying to work out if we stuck some of the fur clippings from the dog groomer's visit onto one particularly small and rotund hound whether he would pass for a beaver. Just as I thought we might get away with it if we could find some false front teeth and as long as the dog didn't woof, the little boy explained that his previous dog was a beagle.

As we had only mongrels (known locally as pothounds) they left empty-handed, but during our time there

more than 30 dogs and cats were successfully rehomed.

Once the kennel assistant was back from his holiday, we had a little more time and began to help the vets where we could. We did so much more in those four months than we can tell here. Amongst other things, we learned how to restrain cats and dogs without hurting or distressing them so the vets could examine them, we passed things to the vets while they performed operations, John fixed a toilet, a shower and their computers, I redesigned their website (being no expert, it's basic but functional), we completed hundreds of dog walks, and we raised £320 for the shelter by getting our friends and family to sponsor us for the walks.

It all added up to one of the most rewarding periods of our lives.

And of course, we met some wonderful people: those who worked with the GSPCA and the people who took their animals there for veterinary care or gave a new home to a dog or cat.

As for Big Joe and Scruffy, under the loving care of the volunteer vets, their wounds healed, Scruffy's hair



John prepares a puppy for a walk; the GSPCA offers it the chance of adoption

grew back, they put on weight, their tails started wagging, they forgot their fears, and they began to walk with a bounce in their steps. After just a few weeks in the care of the GSPCA, they were different dogs. The change in them was remarkable and we were overjoyed to have been able to play a small part in the turnaround of their lives.

Four months flew by and we left Grenada still not knowing what a Motown Hoe-Down is, but feeling we'd given something back to the local community and that our lives had been enriched. I would heartily recommend to any cruisers who are thinking of staying in one place for any period of time to seek out volunteering opportunities in the local community.

If you're in Grenada, the GSPCA are always looking for volunteers and can be contacted via their website www.grenadaspca.org.

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Two Protectors of Our Marine Treasures

by Emma Doyle and Nadia Cazaubon

The park rangers and wardens who work in the Caribbean's marine protected areas are at the frontline in protecting the marine environment that we love. Following are profiles of Head Warden 'CJ' Jeffrey of Moliniere-Beausejour Marine Protected Area in Grenada and Chief Ranger Peter Butcher from the Soufriere Marine Management Area in St. Lucia.

CJ Jeffrey, Grenada



Moliniere-Beausejour Marine Protected Area is considered to be home to some of the finest reefs in Grenada, and Head Warden CJ Jeffrey tells us about the work that goes on to protect such a special area.

"We patrol the waters in and around the marine protected area ensuring that visiting boats are on the correct moorings and looking out for other folks using the area," he says. "We check that all other safety aspects are obeyed, like not speeding inside of the boundaries."

Most important to the wardens is ensuring that there are no illegal activities, especially spearfishing, which is very destructive to the reef. "Marine protected areas play a vital role in helping provide refuges where fish can breed. The fish grow and fill the protected area, and they then move out into the surrounding waters and help replenish nearby fisheries," CJ explains. Wardens might give a warning on the first offense, but the second can lead to arrest. Wardens have the power to arrest under the Grenada Fisheries Act.

But policing is only one part of what the wardens do. At Moliniere-Beausejour there are excellent sites for boating, swimming, snorkeling and scuba diving, and the protected area is home to the famous, world-first underwater sculpture park. So the wardens are also ambassadors for tourism. "We want to make sure that visitors have a safe time and an environmentally responsible experience. I remember having fantastic times on this part of the coast when I was a child, with clean beaches and lots of amazing sea life," CJ comments. "As more and more pressure is being placed on the environment, I want to help protect these areas and their marine creatures so that I can share the wonders of the sea with my own daughters as they grow up."

When the wardens are patrolling they're in communication with tour guides, yachts and dive operators to make sure everyone follows the guidelines and has a great time. "We also answer a lot of questions, things like 'where can you see a sea horse?'" adds CJ.

Ask him what the best part of his job is, and CJ doesn't have to stop and think. "The wardens are all PADI-certified divers and it's our job to know every inch of Moliniere-Beausejour, both above and below the water. We regularly monitor the coral, fish, lobster and other important species like turtles, and we work with marine biologists to evaluate our findings." In fact, before working for Grenada Marine Protected Areas, CJ was a professional Dive Master and Dive Instructor who already knew the underwater world of Moliniere-Beausejour like the back of his hand.

Apart from being divers, the wardens get to use some pretty sophisticated equipment in their jobs. They have to be adept at handling and maintaining the patrol boat, they're proficient marine radio users, and they work with GPS and related computer equipment like geographic information systems. They also install and maintain the marker buoys and mooring buoys in the protected area, on occasion using specialist equipment like underwater jackhammers.

The wardens also do land patrols where they check the marine protected area from vantage points on land. This is where the wardens get to engage with the closest neighbours of Moliniere-Beausejour, who are the people of the local communities.

So it's a very cool job working in a very special place. "The wardens love their day-to-day work out on the water and meeting people," CJ says, but he also stresses: "It's an important job that we have in protecting the environment, and it's a high profile job in our communities, who we want to serve well."

So what can you and I do to help? CJ says, "If locals and visitors alike respect Moliniere-Beausejour's regulations and understand the importance of protected areas for now and for the future, then you help us to protect the beaches, reefs, fish and other marine biodiversity that we all love."

Moliniere-Beausejour Marine Protected Area is located north of St. George's, from near the north of Grand Mal to the north of Beausejour Bay. White demarcation buoys show the seaward boundary, which runs along the edge of the continental

shelf and the seaway for maritime traffic. (No anchoring is allowed in the protected area; see details of mooring options in the item "Yachts & Grenada's Beausejour/Moliniere Marine Protected Area" in this month's Info & Updates department, page 4.) Please be sure that you leave all marine creatures in place and dispose of all your litter properly.

For more information about Grenada's Marine Protected Areas contact the Fisheries Division at (473) 440-3814 or mbmpa@hotmail.com.

Peter Butcher, St. Lucia



The Soufriere Marine Management Area is home to the best dive sites in St. Lucia and Chief Ranger Peter Butcher tells us about the work that is required to protect this prized marine area.

"As a ranger, my daily routine includes patrolling the SMMA to make sure visitors follow the regulations of each zone. We ensure that yachts are correctly tied up to the moorings, collect mooring fees and provide regular weather updates. We also provide sailors with information about the SMMA and Soufriere and act as ambassadors for St. Lucia."

Rangers are also enforcement officers and are Special Police Constables with powers of arrest. Marine Reserves are established by law to protect coral reef and associated fish. No fishing or extractive activities are allowed.

Peter explains, "We patrol the Marine Reserves to ensure no illegal activities are taking place, like spearfishing and pot fishing. Gillnets are also banned in the SMMA and trammel nets are banned in St. Lucia. We keep an eye out for any of these prohibited fishing gears in all zones in the SMMA."

This is important for the sustainable use of St. Lucia's fisheries. He describes the positive impact of protection on fish stocks: "We now know that the Soufriere Marine Management Association is doing a good job to protect the marine reserves because fishers have seen the benefits in increased fish catches in the adjacent Fishing Priority Areas."

Soufriere is the tourism mecca in St. Lucia and visitors come to enjoy the blue waters, black sand beaches and amazing coral reef life. As a member of the national Watercraft Advisory Committee, the Soufriere Marine Management Association ensures that vessels are insured and meet required safety standards to carry passengers and undertake recreational activities in the protected areas.

Peter says, "We monitor VHF 16 throughout the day and receive calls for assistance at all hours." As part of their role, rangers are sometimes called upon to assist users in distress.

"I have responded to many mayday calls, including one to help a vessel which was taking on water about three nautical miles offshore. On another occasion, I assisted first responders in evacuating a female sailor who had suffered a head injury from a swinging boom at 3:00AM. Most recently, I transported a young woman who was in labour to Castries via boat after the passage of Hurricane Tomas since landslides had blocked all road access out of Soufriere."

When asked what he likes about working in the SMMA, Peter lights up as he says, "I love interacting with persons from all around the world who visit the SMMA and I love SCUBA diving." He is a PADI certified Divemaster with hundreds of dives logged.

He also says, "The Association has given me many opportunities to gain skills and expertise such as dive certification training and underwater Crime Scene Investigation training."

The Soufriere Marine Management Association realizes that a network of MPAs in the wider Caribbean is important in protecting our associated marine species, especially following the 1980s black sea urchin (*Diadema antillarum*) mass mortality and the more recent invasion of lionfish in our region. As such, we welcome opportunities to build the capacity of other MPAs in the region. Last year, the SMMA undertook training of staff from Grenada's Sandy Island/Oyster Bed Marine Protected Area in mooring installation and maintenance with Peter as the lead instructor.

What can you and I do to help? The SMMA Chief Ranger replied, "We welcome volunteers to help in scientific monitoring. All users, including visitors and fishers, must respect the regulations to protect our marine resources for the benefit of future generations."

The Soufriere Marine Management Area is located on the southwest coast of St. Lucia. White cylindrical demarcation buoys delineate the boundaries of the Marine Reserves that start from the high-water mark down to the 75-metre depth contour. No anchoring is allowed in the Marine Reserves and white mooring buoys with blue reflective stripes have been installed for use by yachts. Anchoring is permitted only in areas with sandy bottoms. Rangers will be happy to guide you to these areas if necessary. Red mooring buoys are installed for use by local dive boats. Please do not discharge any ballast water or throw any litter overboard during your stay in the SMMA.

For more information about Soufriere Marine Management Area see www.smma.org.lc or contact smma@candw.lc.

For more information about the Caribbean Marine Protected Areas Management Network and Forum (CaMPAM) visit <http://campam.gcfi.org/campam.php> or contact emma.doyle@gcfi.org.

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Reaction to Yacht Attacked in Tobago Cays: SHOCK, ARRESTS AND APPEAL FOR SECURITY SUPPORT

The reaction of the international cruising community to the news of the armed robbery and assault of a cruising couple in the Tobago Cays on July 2nd was one of shock. The victims were not carefree and perhaps careless bareboaters on holiday; they were circumnavigators who have been cruising for the past 18 years. And the Tobago Cays, a marine park made up of five tiny uninhabited islands in the



CHRIS DOYLE

The usually idyllic Tobago Cays were a surprising site for an armed robbery. Mayreau is the island at the top of the photo

Grenadines, is hardly a crime hotspot. The Caribbean Safety and Security Net website (www.safetyandsecuritynet.com), which logs crime reports received from yachts, lists only two previous incidents there in recent years: a theft from an unattended and unlocked yacht and a case of potential thieves being frightened off — both on the same date in August 2008.

Cruising guide author Chris Doyle has written, "The Tobago Cays are unique in the Caribbean. This little group of islands protected by a horseshoe reef is visually spectacular and holds a magical untouched quality...." In 2006, long-time cruiser Gordon Mowat said: "...with all the changes we have seen in the Grenadines and in the Tobago Cays since 1979, the steady direction of change is towards more neighbourliness, understanding, hospitality, and simply good business."

On July 2nd, the US-flagged *Mendocino Queen* was anchored in the Tobago Cays on a repeat visit to St. Vincent & the Grenadines. Shortly after 10:00PM the 38-foot Downeast cutter was boarded by two armed and masked men who arrived in an open, outboard-powered speedboat of the type typically used by local vendors. The yacht's owners, Allen and Kate Barry, a retired couple in their late 50s who set sail from California in 1993, sustained minor cuts and bruises while resisting the boarders. They reported that their assailants demanded cash and left after they were given the money the couple had aboard. [See the Barrys' full report at www.noonite.com/Members/sue/R2011-07-12-1]

Of traveling in notoriously dangerous waters, the Barrys posted on their website, <http://mendocinoqueen.com>: "We have done the South China Sea and the Malacca Strait several times without incident (often without lights and a very active night watch)." *Latitude 38* magazine noted: "Having spent thousands of nights on the hook from Hong Kong to East Africa, and having traveled to and through 35 countries by boat and land, this was the first time they'd been assaulted."

There were few yachts in the Cays that night because of the poor weather, but the charter yacht *Ouatilbi* was anchored close to *Mendocino Queen*. Crewmember Giselle Vaugne reported to noonsite:

"At around 10:00PM my father heard noises from an outboard motor quite close. He took the torch and flashed in the direction of the noises and called me from my berth. My father informed me that he had a glimpse of a boat quite close to ours with a white hull. I heard voices when I was down in the berth; therefore I am quite sure they circled around our boat.

"I took another torch so we were both flashing around the boat, but could not see anything anymore. It sounded like the engine noises of the boat were heading in the direction of the island Baradal (opposite direction of *Mendocino Queen*), so we flashed in that direction when we suddenly heard loud screaming and shouting. We turned in the direction of *Mendocino Queen* and saw different lights 'stumbling'.

"We then heard a woman screaming over the VHF channel 16. I went down below, followed by my father and started several VHF calls (as I am not that familiar with VHF, I just started by more or less screaming SOS and repeating what we saw and heard) and asked for help. Somebody heard the call and started answering.

—Continued on next page

—Continued from previous page

I specifically asked for the Mayreau police or the Mayreau Park Rangers nearby. I do not know who answered my VHF calls; it seemed to be another yacht who had a cell phone.

"The police came at one o'clock and asked us what we had seen. My father and I made nightwatch for the last six hours of the night and I couldn't sleep for the following three nights either.

"We had the feeling that we would have been the first target and the thing that made them go away is that my father flashed [light at] them right away when they were close to our boat.

"Our thoughts about this: We do not want to be suspicious, but we think the assailants knew about the number of people aboard each vessel! We can imagine that somebody was there during the day for observation, as there circulated several boats. Why did they not break into the boat next to Baradel? On *Ouatilibi* [there were] two women and one man, already older. On the *Mendocino Queen*: a couple. There were three more boats in the Tobago Cays, two of them with a lot more people on board. For next time we will be prepared and have the light signals ready.

"We were and are still really shocked by this assault...."

Local residents and officials were also appalled by the attack and quick to respond. Kenneth Williams, Manager of the Tobago Cays Marine Park, wrote to the Barrys:



Allen and Kate Barry aboard *Mendocino Queen*. 'We've meandered through some 35 countries... It is our life and we like it'

"When I received the call on that night, I immediately left my home and proceeded to the office in Clifton, Union Island, where I contacted my Ranger in Mayreau and instructed him to proceed to Union Island to pick up the Police, whom I had earlier contacted. I was in touch with one person named Brandon, who was on a yacht, by phone, and told him when the officers were leaving Union Island. I very much appreciate his help. Unfortunately, I have not been able to get in touch with him again.

"I was out of the country/office for more than a week, but I kept in touch with the police. On my return to office, I instructed my Deputy to make efforts to contact you: I am happy to inform you that two persons from the island of Mayreau have been arrested and charged for the attack. They have also been charged for two other masked robberies and are on remand at the prison in Kingstown.

"Since the incident, there have been constant day and night patrols in the waters of the Southern Grenadines and persons feel safer now. The Police here in Union Island are working tremendously hard to bring these culprits to justice..."

The Tobago Cays Marine Park's Public Relations and Education Officer, Lesroy Noel, confirms that the usual routine within park waters has been to have a daily presence by Park Rangers between 7:00AM and 6:00PM, and random night patrols have now also been instituted.

On July 26th, 20-year-old Ulrick Hanson and 17-year-old Jordan Forde, both of Mayreau, the nearest inhabited island to the Tobago Cays, were arrested and charged with Assault Bodily Harm, Aggravated Burglary, Burglary and Robbery. They were taken before the Serious Offences Court in Kingstown the same day, where they pleaded "not guilty" to the offenses and were remanded in custody. An article in the July 29th edition of the local newspaper *The News* added that, in addition to the assault and robbery of the Barrys: "It is alleged that on June 30th, 2011, Hanson and Forde were on Union Island armed with a gun and a knife when they robbed 48-year-old Joel Daniel, a security guard of Chatham Bay. It is further alleged that they were armed with a gun and a knife when they also robbed 44-year-old Lennard Moses, a mason of Union Island of EC\$150 on the said date."

As this issue of *Compass* goes to press, the trial date has not yet been set. The Barrys have provided a signed statement to the police, but have indicated that they will not be returning to SVG for the court date. (Coincidentally, it was in the July issue of *Compass* that we reported that several key figures in the Caribbean yachting sector identified crime as one of the biggest single problems facing the Caribbean yachting industry today. In that article, Ian Cowan, General Manager of Island Water World in St. Lucia, suggested implementing "night courts to provide the instant hearing of the case against the suspect, with the tourist actually there to provide evidence before a judge.")

We understand that the Mayreau Harbor Patrol (MHP) was instrumental in identifying the suspects in this case. MHP is a group founded by four policemen from Mayreau: Constables Forde, Isaacs, Alexander and Hazell. The group owns a patrol boat named *Mayreau Patrol* with two outboard motors. MHP's main mission is to patrol the harbors of Mayreau and make the island safe, especially at night. This non-profit NGO is funded partly by Tobago Cays Marine Park (Mayreau is located within Park boundaries) and the four constables themselves. They are currently looking for more sponsors and volunteers to help run this much-needed operation. Patrols are only possible when gasoline is available, which is sometimes provided by Tobago Cays Marine Park and the four constables. If there is a constant supply of fuel to this operation the group will be able to put some more proactive measures in place for security in Mayreau as well as in the Tobago Cays.

For more information about MHP phone (784) 497-5322.

In case of emergency in Mayreau or the Tobago Cays phone (784) 530-2752, 495-2380 or 527-8412.

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SEPTEMBER 2011

♈ ARIES (21 Mar - 20 Apr)

There could be choppy seas and fluky winds in your love life after the 15th and also some contrary currents in communications and creativity around the 23rd. You can balance these aspects by working on summer boat projects left undone, which will give you a sense of accomplishment.

♉ TAURUS (21 Apr - 21 May)

You'll feel lazy after the full moon on the 19th so before then, clear up uncompleted projects and prepare for new contracts. You will have the happy assistance of crew and loved ones in your endeavors at this time.

♊ GEMINI (22 May - 21 Jun)

There will be sloppy seas in your love life — arguments, pickiness and snide comments. Ease your main sheet and run off before the negativity of others, or things could get out of hand. The seas will calm around the 15th; until then carefully choose your responses as a form of damage control.

♋ CANCER (22 Jun - 23 Jul)

The perfect wind you've had in your sails in the last month will disappear after the 19th, so make the most of it before then by finishing projects or completing a cruise. After that you will be busy juggling relationships and creative issues. You'll need to prioritize and stick to your float plan.

♌ LEO (24 Jul - 23 Aug)

After the 19th, you'll feel a rising tide of energy as Mars moves into Leo. This is the perfect time to take stock and make a list to see where best to invest this positive aspect. Onboard maintenance always needs doing, but don't forget to use some of this energy for yourself. Do something fun with friends and family.

♍ VIRGO (24 Aug - 23 Sep)

Use this month to finalize those off-season boat projects. Your verbal skills will be invaluable to crew and family in clearing up any problems on board and bringing a positive outcome.

♎ LIBRA (24 Sep - 23 Oct)

Your business efforts will be assisted by a female friend, crewmember or family member. This will be followed by improved communications and ingenuity. You'll make headway in new directions with fresh ideas and increased energy.

♏ SCORPIO (24 Oct - 22 Nov)

As your work on board nears completion you'll find time to relax and take care of yourself. Read a good book or veg on the beach to recharge your batteries and put problems aside for a while.

♐ SAGITTARIUS (23 Nov - 21 Dec)

You'll find yourself easily irritated by small things during the first week but those close to you will distract you from self pity. After the 19th you will be ready to pull up the anchor of negativity and set sail for new prospects.

♑ CAPRICORN (22 Dec - 20 Jan)

While your love life is sailing smoothly, use this positive aspect to express your creativity. Things are looking good for making headway until the 23rd, so make as much progress as you can until then.

♒ AQUARIUS (21 Jan - 19 Feb)

The problems in communication you were plagued with last month will continue until the 9th. This will allow you to enjoy a potential romance and free up your creative spirit after the 23rd, when there is a possibility for hoisting more sail in business.

♓ PISCES (20 Feb - 20 Mar)

It will seem your course is filled with minor squalls affecting both your love life and attempts at doing anything new. Concentrate on projects down below to distract yourself and try to ignore petty issues with crew or cruising buddies.

CARICATURE OF A CRUISING CAT

Island Poets

Sailing Yacht Baraka has a proud ship's cat
Long muscled frame, without an inch of fat
His long, silky hair and size 13 paws
Led his owners to name him Samson, of course

But this naming business went sadly awry
Samson turned out to be a nervous guy
The boat engine starting, the yacht on a roll
Send him running for shelter in his favourite hole

As he leopard-crawls along the cabin side
A pelican landing, or a fast-ripping tide
Anchor chain grinding, or a flapping sail
Are enough to make his little heart quail

He can't catch a bird to save his life
Bigger than a bug and it causes him strife
His idea of pouncing on prey
Is crumpled up paper with which to play

So plain old Sammy is now his name
With variations that add to his fame
Soppy Sammy lolls in our loving arms
To be brushed and cosseted during the calms

Snooper Sammy decides to explore
The forbidden engine room under the floor
With whiskers drooping from rust and oil
He finds clean bed linen that he can soil

Saboteur Sammy has me a-ranting
He escapes from lock-up while I am painting
Rendered in varnish his perfect paw prints
Are there for eternity as he purrs and grins

We curse him soundly and call him names
But would not be without him and his games
As our dinghy approaches the boat at night
Captain Sammy on deck watch is a welcome sight

— Ruth Lund



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Paying Attention in Antigua

by Ryan Weaver

During the family trip to Antigua, an experiment. On this vacation I would not journal or take pictures. I would resist the gorgeous camcorder lying in my cabin. Instead, my plan was to simply live the trip. I would absorb each moment in full rich detail, understanding that if I didn't commit it to memory it would be lost to oblivion. Then I'd look back from some point in the future, say today, and see if memory is worth a damn.

The experiment became necessary because I was addicted to painstaking vacation preservation and didn't know if I wanted to be.

During early travels I wrote vast journals. They demanded nightly sacrifice of wrist, mental battery and slumber. I journaled in the day, too, albeit unconsciously. For everything absorbed by my senses was churned mentally into prose. The upshot of this is that I missed half the trip while swimming in sentences. I realized the folly of monumental journaling years later, when I attempted to read one of my glorious tomes and was shocked by the extent to which it bored me.

Journaling is common travel practice, of course. Plenty do it. In moderation I believe journaling to be the superior way of recording one's personal journey, especially when complimented with a modicum of pictures. In terms of the experiment, however, journaling was a distraction to be avoided.

Pictures likewise. During early travels I took no pictures. Those were days preceding the digital revolution, and traditional film was in our opinion annoying and costly. I later found the absence of pictures regrettable. When we finally procured digital cameras their flashes blazed as if to record every inch of creation. I found this zeal regrettable too, because now everything I saw was myopically chopped into hypothetical three-by-five inch rectangles.

Then I inherited a video camera. The glory of this threatened to overwhelm my sensibility and for a good time caused me to drool and talk to myself. Journal and picture in blessed union... could there be a better way to preserve the travel experience?

Also to recommend camcorders is the vainglorious satisfaction of making oneself a movie star. As it turns out I'm a decent leading man. I can think of witty things to say impromptu, and funny things too. I can frame compelling shots and foresee how shots I haven't even shot yet will play out later on the storyboard. Sometimes I spend more time editing a vacation movie than I actually spent on vacation.

The better each film gets the harder I want to try. This means more shots. Meaningful continuity requires filming each day to avoid gaps, and catching those perfect moments, which strike at any time, means filming all day long.

Thus the camcorder enslaves. I didn't like it. Because whenever one of those happy little foreign surprises that makes traveling such rich fare happened before my eyes, but not the eye of the camcorder, I felt sharp pangs of loss and regret. This is tragic. Also tragic is staring glassy-eyed at the beauty around you only after it's been churned into pixels — you might as well stay home and watch TV. I remain befuddled by the irony: the medium that comes closest to faithfully recording your experience also robs you of that same experience.

It should now be evident that although I find plea-

'The medium that comes closest to faithfully recording your experience also robs you of that same experience'

sure and value in journaling, photography and cinematography, I've become wary of martyring the moment for them. This is why in Antigua I decided to shelve the preservatives in favor of the organic option.

I now pause for a moment of quiet reminiscence upon my sofa, wherein I'll probe Antigua memories... *silence!*

I'm back. What I saw behind closed eyes was a sharp montage of my family sailing around Antigua for a week. Countless images and soundbites flashed like lightning strikes, which is to hint not only at their brevity but also the randomness of their location. Completely anachronistic. Not knowing what portion of the vacation would illuminate next proved exhilarating.

It is true that throughout the trip I told myself, STOP, PAY ATTENTION. This was a ritualistic exercise designed to engage as many senses as possible at a given moment. I probably looked insane doing it, because it entailed blinking wildly, flailing my arms like antennae, inhaling deeply, smacking my lips and so forth. But it worked — on the sofa I could recall specific pinpoint in time and space where I did this.

Bird Island is one such pinpoint. Bird Island smelled like fresh crap and old feathers. Physically, it's a pudgy dollop of pocked stone. Each pock cradled

either shrubbery or a bird. At the time of our exploration seven million birds or so had recently laid eggs and were zealous to protect them. They rose by the dozen and hovered above us, wobbling menacingly.

It was impossible to ignore these kamikazes. Pops went off on a solo jaunt and reappeared at full sprint — which isn't to suggest swiftness these days so much as effort — flailing his arms at the dive-bombers.

After our fill of Bird Island we were to snorkel back to the boat. Yllithia and I took the long route because I have a sick fetish for circumnavigation. Underwater there pulsed a whole new world. The fish chomping on the reef sounded like old men stirring dominoes. A pair of squid followed us and a ray avoided us. Occasionally I looked up, for despite our obvious retreat from Bird Island, one of them escorted us farther and farther out to sea.

I stopped Yllithia to confer. We agreed that this bird was a menace. It didn't want to send a message so much as teach a lesson. I took offense. The bird took offense to the offense I'd taken and looped out over the boat. It folded its wings with a battle squawk and plummeted toward my face. But after a lifetime of splashing sisters I'd cultured good aim and distance, both of which I employed now with a tremendous slap to the Caribbean. The surprised bird met a wall of water, crashed through it headlong and emerged hacking a lung. It repaired to the island squawking wetly.

This was probably the most satisfying victory of my life. While Yllithia snorkeled on I laughed like a madman. STOP, PAY ATTENTION I said. And whether for this reason or another I managed to brand the event three-dimensionally into my memory. This encouraged and excited me on the sofa moments ago.

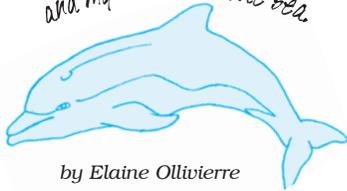
My memories of Antigua are rich and deep, but not exceptionally richer or deeper than other memories of other trips. STOP, PAY ATTENTION I said. And whether for this reason or another I managed to brand the event three-dimensionally into my memory. This encouraged and excited me on the sofa moments ago.

I miss the chronology recorded by journaling, also the keen observations which escape memory easily. And although I have stunning mental snapshots, I really do, how can I share them with anybody and delight in their jealous rage? As for the camcorder, I didn't miss the stress of filming but do miss editing.

In the end every attempt at vacation preservation has its merits and entails its sacrifices. Compromise reigns supreme once again! Diligence to all, slavery to none! I say let each trip define for itself what mixture of memory, journal, camera and video is the most appropriate for recording it.

How? I have no idea; the formula appears complicated. But it probably becomes clearer the more one experiments, which I fully intend to do.

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



by Elaine Ollivierre

DOLLY'S DEEP SECRETS

Do you remember what causes waves at sea? The wind, of course! But the biggest waves of all are not caused by the wind. What causes a tsunami?

Tsunamis are caused most commonly by underwater earthquakes but also by landslides and volcanic eruptions.

For the last few months, we have looked at the structure of the Earth and we know that the Earth's crust is made up of sections called plates. The plates continually move against each other. The movement is usually slow and steady but, sometimes, the movement is abrupt and portions of the seabed drop or rise very suddenly causing a massive earthquake. A huge amount of seawater above the quake is moved out of place. The energy released by this displacement produces tsunami waves that spread out from the earthquake epicentre.

Volcanoes and landslides cause tsunamis when the rocks around them become unstable and slip into the water. If a huge amount of rock is displaced, enough energy is transferred to the seawater to form a tsunami. The highest wave on record was formed from a giant landslide of rocks and glacier ice that followed an underwater earthquake. It happened in Alaska in 1958: the height of the wave was over 500 metres (1,700 feet) high!

Tsunami waves are hardly noticeable while out at sea. They are rarely more than a metre (three feet) high and travel at high speed, perhaps as much as 50 miles per hour (80 kilometres per hour). Their wavelengths may be over 100 kilometres, so consecutive crests (or troughs) may take some time to pass.

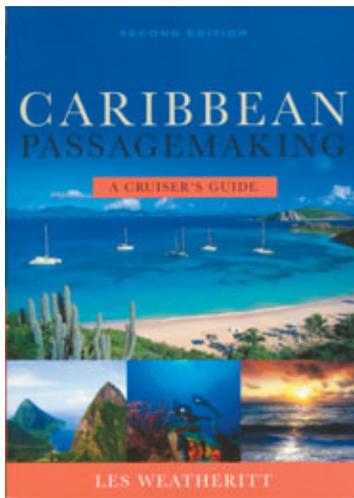
As the wave nears the shore and the seabed becomes shallower, the wave slows down. Its wavelength decreases and its height increases. The top of the wave does not break: it looks like a giant ripple. When the first wave peak arrives on shore, the sea level appears to rise. This is called **run-up**. As the wave peaks arrive in turn, the height of the run-up may change so that the first wave may not be the highest. Sometimes, the wave trough arrives first. When this happens, the sea seems to pull back from the shore and leave the seabed exposed. This is called **drawback**. The huge waves are very powerful and can travel inland for great distances destroying everything in their path. Unfortunately, it is not possible yet to predict exactly when a tsunami will occur. Seismic equipment can detect underwater earthquakes very quickly so the best we can do at present is to have warning systems in place to inform coastal populations of tsunamis which might then be generated.

TRY THIS!

Next time you are in the sea, throw a rock in the water. Watch the ripples that form and spread outwards. That's how a tsunami travels.

Information, Please! Two Books to Inform and Enjoy

Caribbean Passagemaking: A Cruiser's Guide, by Les Weatheritt. Second edition ©2011, Sheridan House. Paperback, 272 pages, B&W photos and maps; 8-page color photo section. ISBN 978-1-57409-308-7. US\$27.95.



Can't decide whether to buy Chris Doyle's guides, which include an up-to-date wealth of detail about shoreside services, requirements and activities, or Don Street's guides, which offer explicit sailing directions and half a century's worth of amusing island yarns? Les Weatheritt's *Caribbean Passagemaking: A Cruiser's Guide* strikes a balance between solid sailing information and personal anecdote that many readers will find "just right".

Although titled "Caribbean Passagemaking", this book covers only the Lesser Antilles chain: the Virgin Islands, Leewards and Windwards. (Frank Virgintino will have something to say about this!) Weatheritt discusses passage plans, navigation techniques, ground tackle, currents and tides, wind and weather, people, Customs clearance, communication, health, entertainment, costs, and more, and includes a brief guide to each island.

This new edition, the author says, addresses three major changes in the region since the original 2004 book:

- "Progress" in yachting facilities; greater official recognition of yacht tourism; and improvements in the welcome offered by Customs and Immigration personnel and "front line" service providers.

- Climate change, especially increasingly potent hurricane seasons and the effects of El Niño and La Niña.

- The fear of rising crime: "the Caribbean islands are not immune from this and I would be irresponsible not to discuss such a burning issue and try to put it into perspective".

Weatheritt writes, "There is no turning back the clock and nor should we want to. I wasn't blind to the faults of the region when I sailed here [as deckhand on a schooner] in 1969. And when I sailed here in my own yacht in the years after 1995 I could be provoked into massive (if witty) grumbles. Goodness me, I even thought I heard myself complaining this year... But I have never ever failed to recognize the superlative sailing of the Caribbean chain... and I hope you will step up and unlock its many joys with the help of this book.

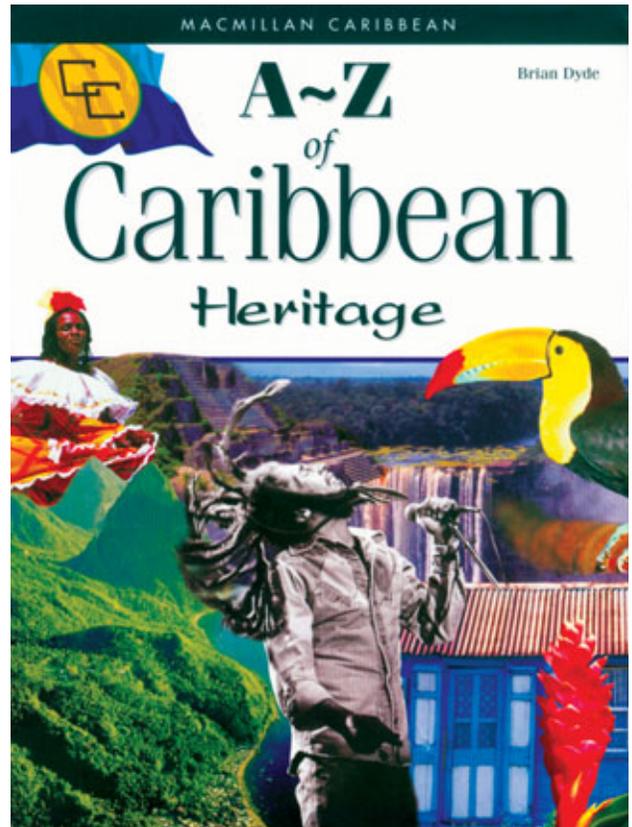
"Even old curmudgeons who don't always welcome change will admit that the essence of the Caribbean chain remains the same and the natural attraction for sailors remains as strong as ever... to be sure, my prime harbors and sailing strategies remain as essential as ever to your cruising comfort and enjoyment."

Caribbean Passagemaking is available at bookstores and chandleries or from www.sheridanhouse.com.

A - Z of Caribbean Heritage, by Brian Dyde. Macmillan Caribbean. ©2011. Paperback, 214 pages, color and B&W photos and maps. ISBN 978-1-40506-811-6. £14.36

For those interested in learning more about the Caribbean's cultural heritage, this book provides an intriguing "one stop" encyclopaedia-style reference guide to the artistic and musical, social, political, economic, geographic, natural and historic heritage of the entire region.

Following a career in the Royal Navy, during which, while serving in the Caribbean, he met his Antiguan wife, Brian Dyde became a full-time writer in 1985. Since then he has written many books about the West Indies, including island guides and histories, a travel anthology and school textbooks. Dyde's comprehension of "the Caribbean" is wide: in addition to all the islands in the Caribbean Sea, this book covers Guyana, Suriname and French Guiana (he says, "they are, in everything but the purely physical sense, three more West Indian islands"), as well as Belize, the Turks & Caicos, Bermuda and the Bahamas.



An impressive number and variety of topics are covered, albeit quite briefly to fit in a manageable volume. Each topic is given a paragraph or two, organized alphabetically. The info-bite format, with many entries per page, highlights occasional odd emphases. For example, Rudolph Dunbar, a British clarinetist born in British Guiana, and Guianese bandleader Kenrick "Snakehips" Johnson are given relatively long entries (and Johnson a photo as well), while steel pan — the iconic musical instrument of the region — and the Grenadine islands as a whole are each dispensed with in a few sentences. That's not really a problem, however; there's plenty of readily available information about pan and the Grenadines elsewhere, but *A - Z* will also introduce you to rarer elements of Caribbean culture, such as Euzhan Palcy (the Martinican director of the award-winning film *Sugar Cane Alley*), the resplendent trogon bird, sacred zemi carvings, African-inspired metemgee stew, and more. Each snippet of interest will be a springboard: you'll soon be Googling whatever piques your curiosity in this wide-ranging sampler.

This would be a fun book to have aboard for the curious cruiser or the charter crew whose guests are always asking, "Who/what/where is _____?"

A - Z of Caribbean Heritage is available at bookstores or from www.macmillan-caribbean.com.

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www.bwsailing.com

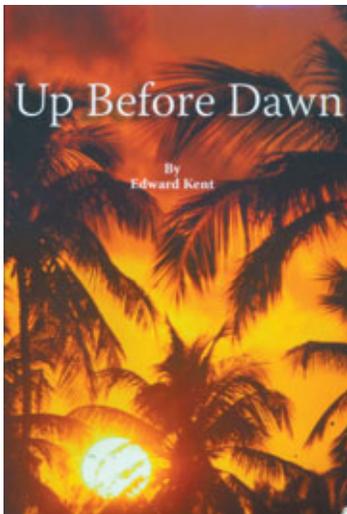
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NOT LIMIN'

Up Before Dawn, by Edward Kent, edited by Susan Payetta, Sail Rock Publishing (Grenada), B&W photos, 179 pages, ISBN-978-976-95346-0-5.



I had the pleasure of meeting Edward Kent in the late 1970s when I was cordially invited to his home in Carriacou for a drink. So it was with great pleasure that I read his memoirs, the latter stages dictated to Susan Payetta shortly before his death in 2009 at age 87 or 88. (He was born in 1921 with no birth date given.) Ms. Payetta has done history a favor by the meticulous recording of Edward's life as his declining health made it impossible for him to write: blind in one eye since a childhood accident, Edward suffered from glaucoma in his other eye, hearing problems, heart disease, a brain edema, and carpal-tunnel syndrome, yet his mind remained sharp and he used e-mail to keep in touch with his family.

Edward Kent was one of the Windward Islands' last gentlemen farmers from the era of World War II to the present. His father, George Kent, owned 15 acres at Morne Fendue in northern Grenada and purchased Craigston Estate in Carriacou in 1927. George had a large family comprising three boys and five girls — Edward was the youngest. Edward fondly remembers his life at Morne Fendue and his father's routine: up before 6:00AM, a bath (since the tank overflowed at night and pressure was low during the day), a maid brought his breakfast of soft-boiled egg and toast to the dining table, then onto his horse to nearby Plains Estate, which he managed. Except every other Friday, when he would mount car or motorcycle to head for Simon Estate, the Grenville bank, and "The Club".

George was a keen sportsman, adept at rugby, football, cricket and tennis; though privileged, he was not hugely wealthy and a poor manager of money, but he sent all his children abroad for a "proper" English education. One day he put young Edward in his place for insulting a local man who was drunk, staggering in the road ahead of their car:

I called out, 'Get out of the way, you stupid old man!' and got roundly cursed by him. I cried 'Daddy! Did you hear what he called me?' and my father said, 'Teddy! If you had not spoken to him that way, he would not have spoken to you that way!' That was a salutary lesson that has stayed with me for the rest of my life... and stood me in good stead.

At age 12 or 13 Edward was sent to England to board at the home of his headmaster for two difficult years during which he suffered from harsh discipline and terrible catarrh. Eventually, with the aid of pills and nosedrops, his health improved enough so that he could play rugby. At 15 he was given an allowance of 150 pounds a year from which he paid his own room and board, school fees, clothes, and vacation.

How I managed I don't know... and if today I am frugal I think the readers will understand why.

Edward returned to Grenada in 1939, and while he was on board ship Germany invaded Poland; his world would never be the same. Instead of returning to pursue a university degree in law, he tried to join the Armed Services, but flunked the physical exam because of being blind in one eye. Thus he began pruning trees for his brother Paul on their Carriacou lime estate. Failing sugar and cotton estates had largely denuded Carriacou, so lime trees had been imported from Trinidad by a Mr. Archer. Rum and whisky production had also ceased. Then lime juice ceased to be profitable. Hankeys foreclosed on Archer in 1926, and the Kents had been losing money on the estate until Edward arrived.

I found the heat almost unbearable... It was important to gain respect, thus authority, and to show that I could do — or stand — what the workers could.

He earned EC\$23 a month and gave his mother \$21 for board.

This left me with \$2 a month, but I really had nothing on which to spend money. As my father had mortgaged everything he owned, including Morne Fendue, and the Carriacou estates were losing money and (we were) falling further and further into Hankeys' [their agent's] debt.

At age 20 Edward became manager of Craigston Estate when Paul took a job with Shell Oil in Trinidad. The estate's machinery consisted of an old Tangle engine that drank kerosene, a small Petter 6HP diesel engine that by contrast was the epitome of efficiency and which drove the two former cane mills used for crushing limes, the boiler, an injector and the whisky still, which was used to distill lime oil.

In 1943 Edward married his sweetheart, Jean, and was put in charge of managing four other Carriacou estates (the Dumfries Group) for the princely sum of EC\$80 per month. Fortunately, his salary from Craigston was raised from \$45 to \$75, so he made a total of \$155 per month. Craigston House was built in the 1780s and the walls were 20 inches thick. It was reputed to be haunted, and until Jean arrived there was no internal plumbing; they had an outhouse with a bucket under the seat, emptied each morning by a maid. The couple began living at Craigston without a stove or refrigerator, but Edward built his bride a water closet attached to the back of the house and had water piped into the bedrooms. For entertainment there were BBC newscasts on their 12-volt RCA radio, which ran off a wind generator. Edward and Jean had a long successful marriage, five children, and many grandchildren.

Edward learned to conserve the precious rain and, following his brother Paul, he forbade the tilling of hillsides and had drains dug to conserve topsoil runoff.

There were five copper *taiches* (large pans) originally used for boiling down cane juice, from 50 to 250 gallons each, which Edward used to boil lime juice to make lime oil. They had to distill the juice of 320 pounds of fresh limes to make one pound of lime oil, and the boilers were going 24 hours a day, six days a week, for many weeks. In 1943, they produced a record of 3,333 pounds of lime oil. Edward's work realized a profit of £250 in 1945, then the orders ceased.

Concentrated lime juice was used in England for the bleaching of wool and I guess that some synthetic product displaced the use of citric acid, as we never recovered another order. Despite this setback, by 1949, after nine years of hard work, I was told by Hankeys that sufficient of the debt had been repaid to permit Morne Fendue to be removed from the mortgage they held... much to Mother's relief.

In 1950 Edward left Carriacou to manage a cocoa estate on Grenada. He was disciplined, fair, and concerned for his workers' welfare and their living conditions wherever he went. As a result, even during the contentious labour strikes in 1951, Edward was never threatened by his workers. To alleviate the tensions of the time, he organized and played in inter-estate cricket matches, which were a huge success. He survived Hurricane Janet in 1955 and helped the estates get back on their feet as president of the Grenada Agriculturalists' Union. He moved on to managing several estates in Grenada, his career culminating in overseeing the change from sugar to bananas on Denis Barnard's huge Dennery Estate in St. Lucia. As head of that government's land reform program, Edward helped many St. Lucian farmers learn to cultivate bananas on their own plots, enabling them to earn small fortunes during the banana boom, though his attempt to repeat this success in Grenada did not receive the same support.

Edward returned to Carriacou and bred bulls, cattle, and sheep in his later years. He was recognized by the University of the West Indies and given an Honorary Doctorate in Laws, and he traveled to Buckingham Palace to receive a CBE from the Queen.

This book is remarkable for its attention to detail and the everyday conversations of a dying breed — gentlemen colonial estate managers, or planters. If more of them had been like Edward Kent perhaps a few more estates would have survived into the 21st century as something other than quaint tourist attractions or real estate developments.

This book is available at shops in Grenada and Carriacou, or from the publisher at sailrockpublishing@gmail.com. All proceeds go to the Carriacou Historical Society.

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The Sky in September

by Scott Welty

The Planets in September

MERCURY - Best chance early in the month. Rising 0440 hours on September 1st, then diving toward the sun.
VENUS - Too close to the sun but may begin to show as an 'evening star' by Sept 30th.
EARTH - Riding in Sagittarius... if you're viewing from Mars!
MARS - Rising between 0100 and 0200 hours, and riding just east of the Gemini twins and about as bright.
JUPITER - Rising at 1745, moving to 1545 later in the month. Riding in Aries. *
SATURN - Up in the daytime then setting around 2000, moving to 1830 by the end of the month. Riding in Virgo. *

* Note that even without a diagram both Saturn and Jupiter are brighter than any of the stars around them.

Sky Events This Month

1st - Moon, Spica and Saturn in the Western sky (Figure 1)
 12th - Full Moon



16th - Moon and Jupiter set together.
 23rd - Moon and Mars ride together in the wee hours.
 - Autumnal Equinox (0904 UTC)
 27th - New Moon
 28th - Saturn, Venus and crescent moon set together very low in the western sky. If you have a western horizon and clear skies from your anchorage you may see them. (Figure 2)

Comet Elenin (Figure 3)

Some crazy stuff has been written about this comet since its discovery in 2010 by, surprise, Russian astronomer Leonid Elenin. It seems recently the conspiracy crowd has gotten a lot of press about various nut-ball ideas such as: vaccination is bad, h o m e o p a t h y works, man never landed on the moon, Obama was not born in the US,

the Virgin Mary appeared in a grilled cheese sandwich, Jesus appeared on the back of a Walmart receipt (I'm not making this up!), etcetera.

Comet Elenin has come under the conspiracy crowd's watchful eye as well. I hesitate to publish the ramblings of cranks but since I have no ideas of my own this month, what the heck. Here are some of the claims made by the hysterical, non-science crowd out there about this harmless little comet. (From Rational Wiki)

- Comet Elenin will impact the Earth and shower it with deadly debris from its tail. *Actually it is comet debris that gives us our pretty 'shooting stars' so bring it on!*
- Comet Elenin's appearance is a portent of doom. *Oh, come on; are we still in the Middle Ages? 'Portent', really?*

- Comet Elenin's alignment with the Earth causes disasters, e.g. the February 2010 Chile earthquake and later, the March 2011 Japan earthquake. *At its closest approach to Earth, 22 million miles, your compact car has a bigger effect on the tides than the comet will. (Strangely, I once owned a Comet compact car!)*

- Comet Elenin is being followed by alien spacecraft. *I rather wish this one were true!*
- Comet Elenin is a cover story for the existence of Planet X/Nibiru; no such comet exists. *Ah, a conspiracy!*
- Comet Elenin is actually a brown dwarf. *It's not.*
- Comet Elenin is actually a "SUPERMASSIVE BLACK CARBON STAR". *Nope.*
- Comet Elenin is "the physical form of old Lucifer". *?????????*

Wow, that's a pretty big 'pile'. The good news is that there is no real doom and gloom associated with an object with such a tiny mass (a billionth the mass of the moon) passing Earth well beyond the orbit of the moon. Even though it might look like it comes close to Earth in the diagram there is the old problem of scale (it's really very far away) AND the problem of the third dimension. The comet's orbit is not perfectly in the plane of the solar system so that when it is close to Earth in the diagram it is actually also millions of miles 'above' our orbit. The bad news is that it will be very hard to spot without binoculars and a very clear horizon. As you can see from the diagram it is closest to Earth on October 17th but what I think a comet is its nearness to the sun coupled with its distance from Earth. So you might give a look to the eastern sky just before sunrise in late September/early October.



The tail points away from the sun. This little guy won't be back for several thousand years so that's kind of cool. Better use your Steiners but do NOT look into the sun with them! Jeez, it's all fun and games until someone loses an EYE!

Autumnal Equinox September 23rd

Yes, September is time again for one of the two equinoxes for the year. This is the day when the sun is directly over the equator (precisely at 0504 AST), everyone has roughly 12 hours of daylight and 12 hours of night time (not exactly, owing to a variety of factors such as the

Figure 1 - Moon, Spica and Saturn on September 1st, 1900 hours

Figure 2 - Moon, Saturn, and Venus on September 28th, 1815 hours

Figure 3 - The path of Comet Elenin

refraction of sunlight by our atmosphere), the sun rises due east and sets due west, and peace and love will rule the land. (I made up that last part.)

To Contemplate While Having a Glass of Wine on Deck

I mentioned above the problem with 'scale' as has happened before where things can be misrepresented on charts and maps by an extreme scale. But what of time scales? We think of time mostly in small multiples or fractions of the human lifetime. So many things though operate on time scales that are huge or tiny compared to that. Our sun for example has a 'lifetime' of a few billion years while there are subatomic particles that pop into existence and then only live for a few billionths of a second. Are there things going on in those two wildly different time-scapes that we cannot fathom nor detect from our three score and ten years?

Pass the wine!

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

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Merely a Trifle? Hardly

BY ROSS MAVIS

Understated — as is so typical of English fare — this delicious dessert can be the crowning delight to an afternoon lunch or evening meal with friends. Trifle is thought to have been created by a frantic chef looking to salvage an underdone pudding, and an insufficient quantity of leftover cake and fruit, which was then supplemented with rich whipped cream. In an attempt to make these ingredients special, a splash of liqueur was added to the cake bits.



It was only the other afternoon that my wife Willa entertained her long-time friend Anne and her guests visiting from New Zealand and Australia. The first two courses were not a challenge, but what to serve for dessert? Although we had a good supply of fresh fruit, there was nothing else to go with it. How could I turn this into a special dessert for this trio of special visitors? Early in the day I fired up our gas oven and prepared a baking sheet nicely covered with parchment paper. On to this I piped a good quantity of Italian meringues. A low oven temperature for a couple of hours allowed these sugary puffs to dry nicely into crisp, white pillows.

I then cut fresh mango, pineapple and strawberries into bites and whipped a nice quantity of heavy cream with sugar and a splash of vanilla. When it was time for the dessert course, I crushed the meringues and layered these pieces with fruit and cream in tall parfait glasses. A strawberry on the top was the finishing touch to a very simple but elegant dessert that brought raves from the 'deck debutantes' even over the sound of the waves crashing on the beach. No one missed the custard pudding, chunks of cake imbued with liquor or the chocolate sauce that I always think is overkill in a trifle.

So often, delicious fare is the product of necessity rather than design. It is quite amazing what can be produced for a wonderful meal from only what is readily on hand. Lack of imagination, not ingredients, is the true hindrance to many great meals. Chefs who excel at "black box" competitions show a talent for imagination. The only ingredients that can be used are given to them in a box, unseen until the starting whistle is blown. Don't let lack of supplies in your galley cause panic. Sit quietly and figure out how you can make what you have into a delicious meal.

Many times, the leftover creations on board will surpass a planned meal involving a trip ashore to market. Become adventurous, be creative and enjoy the results.

Here's my recipe for Italian meringues that can eaten out of hand with tea or coffee as a special cookie, or broken into pieces and incorporated into almost a trifle. Rainy season warning: Days when the humidity is low are best for baking meringues!

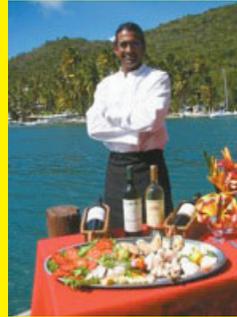
Italian Meringues

- 3 egg whites, at room temperature
- 1 Cup plus 2 Tablespoons sugar
- 3 Tablespoons cold water
- 1/4 teaspoon cream of tartar

In a metal bowl, over a saucepan of simmering water on medium heat, add all ingredients and beat with an electric mixer on low or medium speed for about five or six minutes. Then increase speed to high and beat the mixture until very thick, for about another four or five minutes. When the mixture is light and fluffy, remove from heat and continue to beat until nicely cooled.

At this point, fill a piping bag or simply place spoonfuls of the meringue onto a parchment-lined baking sheet. Leave an inch between the meringues. Pop into a 250°F oven for an hour and a half. Turn the oven off and let meringues sit until the oven is cool. Meringues will easily lift off parchment and should be stored in an air-tight container to keep them dry and crisp.

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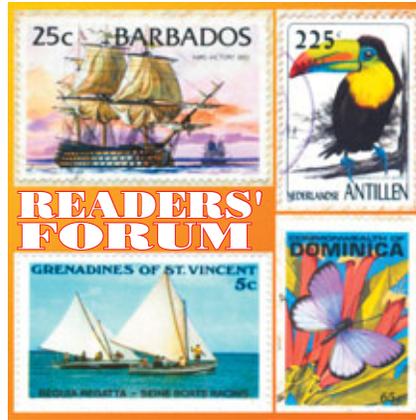
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Dear Compass,

Let me congratulate Chris Doyle on his addition to the Caribbean lexicon with his coining of the term 'epaulets' as a disease. [See *Deck View from Ti Kanot in June* issue of Caribbean Compass.] It is far more sophisticated than the casual illness I deem to be 'uniformitis' and deserves an entry in the Oxford Dictionary of Caribbean English. The problem remains — will Customs and Immigration officials ever read this analysis? Perhaps you should send it to the director general of the OECS, to be added to their studies.

All of us in these islands who realize that tourism is our main income earner, need to make the next step in thinking: the tourist is providing the income of prime minister, ministers, parliamentarians, civil servants, teachers, nurses and pensioners, not only of taxi drivers and workers in the hotel industry. In short, Customs and Immigration officials need to get into their heads that their dependable salaries are paid by the tourist.

And what about these machine-readable passports? Why in this Caribbean do we have to answer 44 written questions as well as verbal questions from the officials? Our ministers and officials travel all over the world and they should be familiar with the short forms in the US, Canada and Britain. In Europe, of course, there are no forms; the visa is enough.

Surely the job at ports and airports can be done with dignity and without trying to prove our sovereignty and self-importance. When I was prime minister of St. Vincent & the Grenadines, I did my best to ensure that Customs and Immigration officials had some exposure to the competitive nature of the world's tourism by including them in delegations to promote tourism. This training should be resumed.

Sir James Mitchell
Bequia

Dear Reader's Forum,

I have read in the July 2011 edition of *Caribbean Compass*, the Letter of the Month written by John and Ruth Martin of the sailing yacht *Moon Dog*. In the letter they said that they spent five months in Venezuela, February through June of 2011, without incident of any type. They said that, "while crime remains a real concern, and the economic situation in the country continues to be difficult, there is much to enjoy in Venezuela." In addition they stated, "Yes, some of the prior crimes against yachting have been especially heinous, but they seem to be in the small minority now compared to the amount of petty crimes."

From that I conclude that as a cruiser I have a greater chance of a petty crime against me than a "heinous" one. Heinous crimes are always in a minority compared to petty crimes; the question is one of recurrence and quantity and what, if anything, is done about them by the government after they happen.

The Caribbean Sea is over 1,000,000 square miles and made up of many island and mainland countries. Each country has its own characteristics, culture and language and organization. I believe that we go cruising for adventure and enjoyment. Our enjoyment with our family and friends includes being exposed to other cultures and being in touch with the natural beauty of the different lands we visit. As cruising sailors we take all reasonable precautions. We prepare our vessels to make them fully found and do the necessary work to understand navigation, weather and many other factors to ensure our safety. I think the challenge of cruising is a wonderful thing, but I do not think that the challenge should include unnecessary risk for ourselves, family and friends. Venezuela is a country that currently has no rule of law. If you cruise there you must rely solely on the local populace to treat you properly. Should someone decide to attack you and your vessel in Venezuela, you will have no one to turn to.

One can point to crime throughout the world and

throughout the Caribbean as well. However, we must look at the amount of crime and the type of crime to really understand the situation. It is one thing to be the victim of a theft and quite another to be the victim of violent crime including being killed. We do not go cruising to undertake such risks and where such risks become unmanageable and frequent, then the proper tactic is AVOIDANCE. John and Ruth Martin report that their experience in Venezuela to date has been good and one cannot argue with their experience. However, their letter suggests to the reader that the cruisers who "advised us adamantly that visiting Venezuela would be a big mistake" were wrong. They were *not wrong* in advising the Martins not to go; it is just that the Martins have been lucky so far.

They said that a "big reason for the reduction of crimes reported recently is undoubtedly the drastic reduction in the number of yachts visiting Venezuela". There is no way to know that the "reduction" in crime is due to the reduction in yachts visiting Venezuela. That suggests that somehow, someone has done something in favor of the yachting because our business is missed. Nothing has been done to date in Venezuela to protect the interest of cruising yachts. To the contrary, crime is out of control in the country, inflation is out of control and unemployment is so high that people have a very hard time just getting by. Conditions like these do not promote safety; they promote crime. Cruising yachts have no way to protect themselves and are easy prey. The Martins advise cruisers "to travel in groups and to be careful at night" in the Mochima area and the western parts of the Golfo de Cariaco. The very fact that one has to do that is indicative that the situation is dangerous.

It makes no difference how cheap the fruits and vegetables are or how cheap the fuel is. Nothing is worth unnecessarily risking your life. One need only go to a site like noonsite.com and review the past history of Venezuela to understand that it is a country to be avoided, just like we cruisers avoided Colombia for so many years. As you read through the details of each incident you will see that cruisers have been assaulted with knives and guns. Additionally crew have been tied up and in some cases individuals murdered.

The old adage is "fool me once shame on you, fool me twice shame on me." When we read of an isolated instance of crime like those that have happened recently in St. Maarten or the most recent one in the Grenadines, we must realize that crime can happen anywhere and to anyone at anytime. If we allow such isolated incidents to cause us not to set sail, we allow ourselves to become robbed of our liberty. These are cases of "fool me once" and normally what happens in a country that has a rule of law after such an incident is that there is an attempt to prevent a recurrence. However, what happens in a country like Venezuela is a "fool me twice" situation because we believe that we can beat the odds almost as in a dare. The rule of probabilities will prevail and it is probable, owing to the circumstances, that you will be attacked.

I know for sure that I am not going to go cruising in the Red Sea in the foreseeable future. I also know that I will not be hoisting the Venezuelan courtesy flag on my starboard yardarm in the foreseeable future either. When I see the rule of law again operating in Venezuela and a concerted effort being made by citizens and business interests of that country that invite cruisers to visit, I will set sail. Venezuela is a beautiful country with an enormous shoreline where the majority of people are very social and supportive. However for cruisers, at the current time and given the current circumstances, the best cruising plan for Venezuela is to give it a wide berth and AVOID it.

Frank Virgintino
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Dear Compass,

Several of the well-known publishing characters seem to have a feeling if it isn't old it isn't good. Sort of like if the water tank holds enough water to shower and shave without plastic jugs all over the boat then the boat won't sail correctly. Which is akin to, if it has A/C it is evil. In this instance, Chris Doyle's article in the August issue about the Garmin GPS. I suspect it was purchased in the early 1990s and since then the US dollar has devalued several times over. I am sure that if this were applied to his purchase, a nice Furuno, for example, would do all he wants. In fact, a higher-end Garmin that I fiddled with at West Marine seemed to fit his bill. I don't think a computer program is to his liking but MaxSea with C-Maps sure would be.

He should also realize that they sell to a broad market and not just a few of the sextant-savvy sailors. The flashing arrow indicating course correction is nice to have in an Open Fisherman bouncing along at 40 knots — especially for those of us subject to bifocals who can't read the fine print. A warning to other people about the product is well taken, so they may decide if it is to their liking, but don't condemn it for everyone. Many electronic manufacturers have their owner's handbook on line and reading this may help in deciding what to buy.

—Continued on next page

—Continued from previous page

In the beginning, yes, there were only secluded anchorages and no powerboats — but then along came steam and everything changed. Several months ago there was some controversy about powerboats anchoring in a raft. I thought this was an economical use of the anchorage and yes, I do understand scope, tide, and wind change.

One thing I agree with on the "older is better" and that is anchorage safety; it seems to have become more dangerous. Don't let your memories of the old times cloud the fact you must now prevent crime and injury happening to you.

George Townsend
F/V *Unda*

Dear Compass,

As usual we enjoy the *Compass* and all the fond memories it evokes. It's wonderful to be back in "America" but the memories, ahh... Saline Bay in Mayreau has got to be one of my favorites. Nice feature in the August issue.

Tito Figueroa
Alleluia!

Dear Compass,

I'd like to offer some corrections and additional information to the article about Mayreau in the August issue.

Mayreau is no longer quite "untouched". There is a development called Tribu under construction in Trois Ans bay where up to 30 units are to be built on a time share/rental basis. There is also a Christian youth camp being built on the hill between the bays, and plans for a sport complex to be used as the national

harbors open to the west, dinghies (when not hoisted aboard or secured for the night) were always tied to the yacht with TWO separate painters. This was done as we figured that it is almost impossible to improperly secure two separate lines. The reason we secured dinghies this way is because I lost a beautiful Ned Williams classic plank-on-frame, varnished clinker dinghy because the painter was not properly tied. The harbor was open to the west; hopefully some fisherman on the east coast of Central America found and is using the dinghy. It is a lesson I have never forgotten. Experience is the best teacher, but lessons are sometimes expensively learned.

There is also another cause of lost dinghies. Back in the late 1990s after a really good party on the last night of the Tobago Regatta, a Trinidadian yachtsman evidently carrying a "full cargo" climbed into his dinghy, lost his oars and passed out. The next morning, when it was found that both the yachtsman and his dinghy were missing, the Trinidad & Tobago Coast Guard launched a search by both air and sea. After a few days the search was abandoned and the Trinidad newspapers reported that the yachtsman was lost at sea. Amazingly, despite having no food or water he was picked up by some Venezuelan fishermen about four days later. He flew back to Trinidad to discover that, after his death was reported in the newspapers, the local hoods realized his house was empty, broke into it and stole everything that was worthwhile! The moral here is, don't drink heavily and then try to dinghy out to your boat in harbors open to the west.

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cricket and football teams' practice facility.

There are now about 320 people on the island (not 250 as the author quoted from an old website), over 70 percent of whom are related. A full-blown electric plant, not merely a "generator", mars the beauty of Saline Bay as it is on the hill right above the beach and dock. And I hate to report that there is, in fact, some crime there; a certain boat boy has been found stealing gas from dinghies (mine, for example).

According to *The Life and Times of Dr. John Parmenas Eustace* by Vin Samuel, slaves were never given land on Mayreau; it was entirely owned by the Eustace family until they sold 23 acres for The Salt Whistle Bay Club in 1977 and then gave (i.e. sold to the St. Vincent government) 21 acres to the residents in 1980 and in the past eight years land has been sold to developers, many from Canada. The Eustaces still own 500 or so acres.

There are many more places to eat than Robert's, including Paradise, Dennis' Hideaway, The Honey Cone, and JC's. Also, many people provide barbecue, especially at Salt Whistle with Black Boy & Debbie's and others including a bar called The Last Bar Before the Jungle.

A taxi ride over the hill from Salt Whistle to Saline is EC\$10, and of the two taxis on the island I recommend Black Boy. Or it's a pleasant walk instead.

You can even get a haircut on Mayreau at Island CUTS, only EC\$15!

Mark Denebeim
S/Y *Sanctuary*
www.oceanbreezetours.com

Dear Compass,

The subject of stolen or missing dinghies is one that will be discussed by Caribbean sailors forever. For 40 years I have maintained that one third of the missing dinghies are stolen by the locals, another third are stolen by your fellow "yachtsmen", and the remaining third were not properly secured and floated out of the harbor and onward toward Panama.

On both *Iolaire* and *Li'l Iolaire*, when anchored in

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Letter of the Month

Dear Compass Readers,

The differing challenges facing the yachting sectors of each of the Caribbean countries was clearly illustrated in the July issue of *Caribbean Compass* in an article entitled "THE CARIBBEAN YACHTING INDUSTRY NOW — What's the Problem? (And What's the Strength?)"

The question was asked of leading yacht and marine personalities around the region: "In your view, what is the biggest single problem facing the Caribbean yachting industry today?"

While a survey of leading yacht and marine personalities could never claim to be scientific, the varied comments from the 'people in the know' highlighted both the similarities and the differences between the yachting sectors of the Caribbean countries.

Much of the difference could be put down to emphasis. For example, every country suffers from crime, but in some countries it was seen as more significant than in others, whereas, in countries hampered by intolerable bureaucracy, this was seen as a major issue. In reality, the whole of the Caribbean yachting sector suffers from the same problems; it is just the degree that varies.

If the truth be known, the real problem lies with the politicians. Despite 60 years of yachting tourism in the Caribbean, many politicians do not understand the value of yachting to the economies of the Caribbean countries. It is easy to see a cruise liner arrive with 5,000 passengers and think of high revenue.

'Despite 60 years of yachting tourism in the Caribbean, many politicians do not understand the value of yachting to the economies of the Caribbean countries'

What many politicians fail to realize is that, dependent upon size, as few as a single super yacht with a dozen people on board could spend more money per day than a cruise liner with 5,000 passengers. Ten super yachts will definitely spend more money.

There are an estimated 2,500 super yachts worldwide yet only around ten percent of them visit the Caribbean — and why is that? Partly the problems expressed in the article but mainly because cruising the Caribbean is just too much hassle. To the super yacht owner, the Caribbean is seen as a single destination although, depending upon how you count them, there are around 40 countries in the Caribbean Sea.

In a normal year 1,500 super yachts cruise the Mediterranean, six times as many as in the Caribbean. Some of this is to do with distance but much more is to do with far better marketing by the Mediterranean than by the Caribbean and the Mediterranean working as a unit rather than 40 disparate countries. In essence, the Caribbean should be North America's equivalent of the Mediterranean but few Americans come to play in this bit of water. Why not?

The Caribbean has major advantages as a tourism playground for yachts; islands are rarely more than a day's sail from each other. Even the continental Caribbean countries are not widely separated. Unfortunately, each Caribbean country wants to expand its own share of the tourism market, and many see sharing resources as giving away business. However, in the yachting sector, all countries would benefit more if the Caribbean worked together as one unit. Yachting, more than any other tourism sector has fluidity. Yachts can up anchor and move on and, when they do, they need to be encouraged to move on to another Caribbean country and the only way they will do that is if it's made easy.

Around ten years ago an attempt was made to set up an organization that would represent the yachting industry Caribbean wide, but it failed to materialise. Five years ago, the Caribbean Marine Association came into being and had some notable success, particularly in the area of APIS as it related to yachts. However, that organisation became dormant through lack of funds which, translated, meant lack of support from Caribbean countries.

June 2011 saw the revitalization of the Caribbean Marine Association and, maybe it will be third time lucky but only if the whole of the Caribbean yachting sector gets behind the CMA especially with financial support. There always has been and still is a need for a Caribbean-wide yachting association.

An organization such as the CMA is needed as the body to work for uniformity and a joint approach to yachting in the Caribbean and this was the vision of the originators of the CMA. It is more true today than it ever was in the past. Check out the CMA website at www.caribbeanmarineassociation.com. The CMA's slogan sums it up, "Many Islands, One Sea".

To work as an effective organization the CMA needs funding, firstly to employ one person full time and for all the normal overheads. In reality, being Caribbean wide, it needs a huge budget for traveling expenses. The President, the employed staff or Directors with specialized knowledge need to be able to travel to different islands to meet with other associations or, where there are no associations, generate new ones. They need to be able to meet with Caribbean-wide organizations, other NGOs and tourism authorities, to be able to attend conferences and even go to some yacht shows where the presence of the CMA could benefit yachting in the Caribbean.

Unfortunately, the cost of all this is likely to be well in excess of US\$100,000 per annum and that will never be raised in the Caribbean. However, if part of the required funds can be raised, then international organizations will assist — but the yachting and marine industry will need to start putting their hands in their pockets if they want to solve the problems facing the industry on a region-wide basis.

John Duffy, President
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When Did Everything Get So Complicated?

by Nanette Eldridge

Like most cruisers, I have chosen a simple life of cruising versus spending time on the mainland chasing financial gain. I love my peace of mind and a quiet life onboard a sailboat. Sounds simple enough, right?

Not so fast... Ask any cruiser about life at sea. Although they expound the virtues of exploring tropical islands and the freedom to sail anywhere, anytime, they'll also let you know the great lengths taken to become self-sufficient. They will point out the importance of watermakers, solar and wind power, generators, etcetera. Cruisers like to think of themselves as living on a completely independent planet — their boat. But every now and then, even cruisers find out they need a little help from their friends.

And sometimes you don't even know you'll need help. For example, recently I went to order a couple of extra pairs of prescription eyeglasses before going on an extended trip to Europe. These spares are to prevent me from panic if I forget a pair of glasses on a plane or in a restaurant, as I've done many times before. (And I don't even want to tell you how many pairs I lost overboard before I got floating Croakies!) I had already purchased new glasses after my last eye exam a couple of months ago in the US but, alas for me, a couple of pairs are never enough. I thought by scheduling my optical exam at Walmart, I was completely covered, since Walmart is almost everywhere these days — even in the Caribbean. Previously, every time I lost my

Cruisers like to think of themselves as living on a completely independent planet — their boat

glasses, I just went to the nearest Walmart, they called for my prescription and quickly ordered replacements. Such a simple process.

But now and then, even simple things get inexplicably complicated!

At Walmart in Puerto Rico, I found frames, asked the clerk in the Vision Center to order my glasses and waited for her to write up my order. She was all set to do so, but when I asked her to call the Walmart in the US for my prescription, she said no, they wouldn't be able to place the order. "Why not?" I asked. She explained that Walmart Puerto Rico has a new policy as of January 2011, which stipulates that they cannot fulfill prescriptions from outside Puerto Rico. But my prescription was from a Walmart Vision Center in the US, so it wasn't like a prescription from another country. "Sorry", she told me. "That is the store policy." Okay, no problem, I thought. I'll just write down the model number for the frame, call the Walmart in the US with my prescription, and have them mailed to me in Puerto Rico.

I phoned the Walmart Vision Center in the US where I had my eye exam two months earlier. The clerk who answered the phone happened to be the same one who had assisted me then, and she remembered my glasses were mailed to me. I proceeded to give her the frame's model number to order another pair. "No, sorry, we can't help you," she said. "Why not?" I asked. "We can't process a credit card order over the phone. It's against store policy," she said. Okay, I'll just mail you a check. No, I was told, they can't accept checks in the mail. "What can I do to order my glasses?" I asked. "Well", she said, "I guess you would have to have someone come to our store to pay for them." Really? This is the same company that recently promoted their website's strategy of offering a "seamless continuous shopping service". And they can't take a credit card order over the phone? I certainly hope Walmart figures out these little glitches in the US before it goes global!

So naturally, the only thing to do was to call my 80-year-old father and ask him to stop by the store and pay for my glasses, which he did. I'm glad I've stayed on his good side all these years!

Moral of the story: Cruisers, just because you think you have everything under control, don't get complacent. As Roseanne Roseannadonna used to say, it's always something! Obviously, most cruisers are aware of the need to have prescriptions, medications, etcetera, in abundant supply before a long trip, as trying to obtain them while in foreign countries can be complicated.

Other than these minor bumps along the way, enjoying the simple life on a sailboat is still the best lifestyle I know of. But just to be on the safe side, don't burn all your bridges to your home country — you never know when you'll need them!

SEPTEMBER

- 4 St. Croix East End Marine Park Benefit. www.friendsofstxeemp.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 (RBVIYC), tel (284) 494-3286, sailing@royalbvlyc.org, www.rbviyc.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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OCTOBER

- 1 – 2 Race and Cruise to Jost Van Dyke. RBVIYC, www.rbviyc.org
- 2 – 8 Bonaire International Sailing Regatta. www.bonaireregatta.com
- 3 Public holiday in St. Lucia (Thanksgiving Day)
- 11 – 21 Interline Regatta, BVI. The Moorings, www.moorings.com
- 12 FULL MOON
- 12 Public holiday in the Bahamas (Discovery Day) and Belize (Pan American Day)
- 15 Willy T Virgin's Cup Race, BVI. BVIYC, www.rbviyc.org
- 16 Blue Food Festival (local cuisine), Bloody Bay, Tobago
- 17 Public holiday in Haiti (Anniversary of the Death of Dessalines) and Jamaica (National Heroes' Day)
- 21 Public holiday in the BVI (St. Ursula's Day)
- 22 – 23 CSA Regatta Organizers' Conference and AGM, St. Maarten. director@bigboatseries.com
- 22 – 23 Trafalgar Regatta, BVI. BVIYC, www.rbviyc.org
- 25 Public holiday in Grenada (Thanksgiving Day)
- 26 Public holiday in Trinidad & Tobago (Diwal)
- 27 Public holiday in St. Vincent & the Grenadines (Independence Day)
- 28 – 39 Foxy's Cat Fight (catamaran race), Jost van Dyke, BVI. www.bvitourism.com
- 28 – 30 15th Annual World Creole Music Festival, Dominica. www.wcmfdominica.com
- 29 – 30 Barbados J/24 Invitational. www.sailbarbados.com
- 29 – 31 Uship Cup Regatta, Guadeloupe. Triskell Association, www.triskellcup.com
- 30 – 5 Nov Bitter End Pro-Am Regatta, Virgin Gorda, BVI. Bitter End Yacht Club, www.beyc.com

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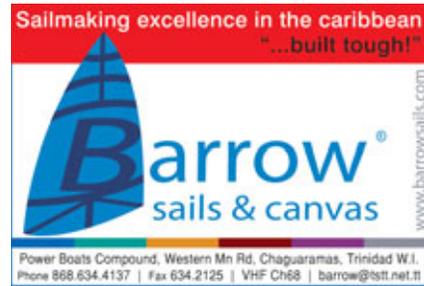
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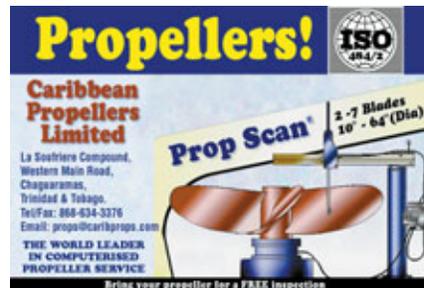
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NADINE SLAVINSKI

—Continued from page 15 ... Carriacou Regatta
 John Everton and the Manuel Campos ketch *Gaucha* are a well-known Caribbean pair. John demonstrated fine seamanship and control of his 68-year-old wooden yacht when, stopping pumping for a moment, he returned to recover his overboard crew.

Our two-boat Multihull Class featured Don Marmo's *Ned Kelly* against *Merlin* with a win for regatta regular *Ned Kelly*.

St. Lucia's J/24 *Loose Cannon*, sailed by Edgar Roe and currently on a tour of the southern and eastern Caribbean, had a fine win in the four-boat CSA Class over the Sparkman and Stevens *Saga*, sailed by Tim Sudell, and Jerry Stewart's Hughes 38, *Bloody Mary*. *No Fear*, a Dubois 33 based in Bequia and sailed by Robin Smith, achieved fourth place on its first Carriacou Regatta visit.

The post-race Mount Gay rum punch party at the Lazy Turtle Pizzeria proved to be a success (at least what I can remember of it, the rum punch being quite acceptable).

Island Water World South Coast Race

The Island Water World sponsored South Coast race, for fully crewed yachts, was sailed in idyllic conditions on the Saturday. Once again, *Light Heart* won the Fun Class convincingly, with Andy Smelt's Spencer 44, *Yellowbird*, finding its form of previous years with second place. The fine schooner *Samadhi*, sailed by Frank Pearce, sailed well to record a close third.

Saga topped the CSA Class, followed by *Bloody Mary* then *Loose Cannon*, which was slowed by a fine collection of the floating Sargasso weed that was prevalent at the time.

Budget Marine Hillsborough Race

A lazy Sunday spent watching the local sloops prepared competitors for Monday's Budget Marine Hillsborough Race. The threat of what became Tropical Storm Emily caused some other boats to run south,

but all yachts signed up for the race were on the start line in very light and damp conditions. The forecast of even lighter air later resulted in race officer James Benoit, from the Grenada Yacht Club, shortening the course — fortunately, as it turned out; the later local sloop races had to be abandoned.

In Fun Class *Samadhi* edged *Light Heart* into second place, with *Yellowbird* third.

In CSA, *Saga* could not cope with the light airs, fin-



Above: Frank Pearce, left, accepting second place prize in Fun Class

Right: CSA Racing Class winner Jerry Stewart accepting a prize of... drinking glasses!

ishing third. *Loose Cannon* came in second place and light-air specialist *Bloody Mary* first.

Prizegiving at the Slipway Restaurant enabled all the fine prizes to be displayed under cover. *Light Heart* won first place overall in Fun Class, with *Samadhi* taking second and *Yellowbird* third.

In CSA Class there was a tie for overall winner for the second year in a row. In a three-way tie, *Loose Cannon*, *Saga* and *Bloody Mary* each had a first, a second and a third, for six points each. *Bloody Mary*

was adjudged first, followed by *Loose Cannon* and *Saga*. This year's regatta was a first, however, in as much that the highly competitive *Saga* didn't try to relocate a rock!

All the Round the Island competitors received a bottle of Mount Gay rum and a Doyle Sails bag. Both Budget Marine and Island Water World presented a magnificent selection of prizes for their races and we thank Island Water World's new manager, Shawn Jardine — himself long-time crew on one the Southern Caribbean's more successful race boats, *Petit Careme* — for presenting the IWW race prizes.

Additional prize support came from local businesses.



and thanks go to Fidel Productions, GG design, Lazy Turtle, Slipway Restaurant, Windward Smoked Foods and Patti's Deli, all of whom helped to make the event a success.

Phillip Alexis drove the committee boat and Edwin George drove the mark boat, while Barbara and Judy assisted Race Officer James Benoit. These volunteers give their time to make the yacht race side of the annual Carriacou Regatta Festival happen. Thank you everybody, we hope to see you again next year.

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.

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Coral reef in the Caribbean © Nancy Seltzer

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