

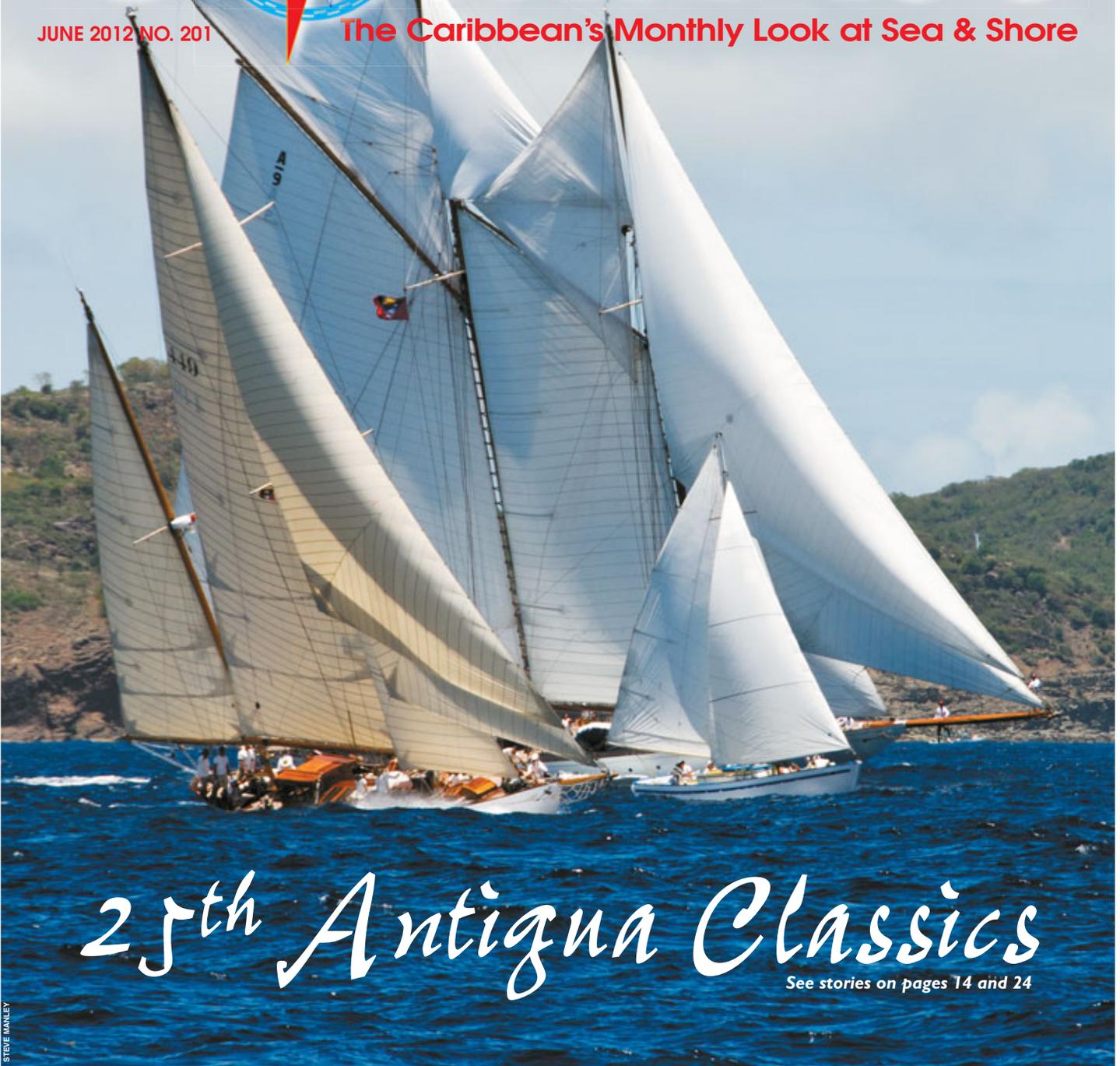
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The Caribbean's Monthly Look at Sea & Shore



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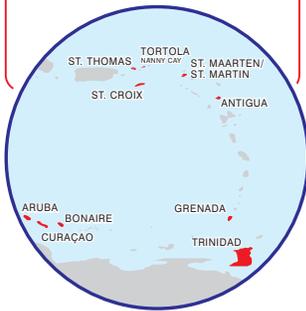


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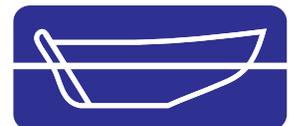
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# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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

JUNE 2012 • NUMBER 201



## Trade On!

Island cargo tradition ..... 15

## Blas, not Blasé

Kuna Yala realities ..... 18



## South Hispaniola

Greater Antilles cruising ..... 20

## Weather Reports

SSB and on-line sources 27 - 29



## DIY Hull Painting

How Dick and Jo did it ..... 33

## DEPARTMENTS

Info & Updates .....	4	Book Review .....	32
Business Briefs .....	7	The Caribbean Sky .....	36
Regatta News.....	17	Cooking with Cruisers .....	37
All Ashore.....	23	Readers' Forum.....	38
Time Capsule .....	29	What's On My Mind.....	40
Sailor's Horoscope.....	30	Calendar of Events.....	41
Island Poets.....	30	Caribbean Market Place.....	42
Cruising Kids' Corner.....	31	Classified Ads .....	46
Meridian Passage.....	31	Advertisers' Index.....	46

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ISSN 1605 - 1998



Cover photos: Steve Mantley turns his lens toward the classy Classic action. See more of his shots on page 24



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

## New Boardwalk for Chaguaramas, Trinidad

On May 3rd, Trinidad & Tobago Prime Minister Kamla Persad-Bissessar opened Phase 1 of the new Chaguaramas Boardwalk.



The Prime Minister noted that the unique physical characteristics of Trinidad's Northwest Peninsula make the area attractive for tourism, leisure and marine-related industries, while the five scenic beachfront areas and the Five Islands situated nearby provide conditions for the creation of entrepreneurial activities to support these industries through restaurants, shops, leisure and recreational facilities.

The continued physical development of the area has been a challenging balancing act to retain the pristine environmental beauty and serenity while meeting the needs of varied users ranging from recreation to industry. Many of the inputs into the construction of the Boardwalk include recycled and eco-friendly materials such as recycled-plastic decking and the solar-powered lamps that will have minimal impact on turtles, migratory birds and other flora and fauna.

The Chaguaramas Development Authority recognizes the great potential of the Peninsula as a viable economic zone providing a varied tourism product that spans the areas of recreation, sport, health, business, festivals, culture and eco-tourism.

The Second and Third Phases of the Boardwalk project will see the transformation of the Williams Bay area.

## Portsmouth Wrecks Being Removed

The rusted wrecks of six ships that once littered the shore of Prince Rupert Bay, Dominica are being dismantled. The work, being carried out under the "Site



Specific Waste Disposal Agreement" between Venezuela and Dominica, is aimed at removing what both yachting visitors and the people of Portsmouth consider an eyesore. According to Portsmouth Member of Parliament, Ian Douglas, the first ship was washed ashore in 1979 during Hurricane David, with others becoming grounded during successive hurricanes. The removal of the wrecks is being undertaken by a Venezuelan company with extensive experience in such projects. The ongoing project is expected to finish this summer.

—Continued on next page

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—Continued from previous page

### Eight Bells: Captain Ted Charles

Captain Ted Charles died on April 16th at age 84. He was considered by many to be the most experienced owner-operator of commercial sailing charters on the East Coast of the US, and was a pioneer charter skipper in the Caribbean. Since the mid-1960s, he owned and operated commercial charter vessels at various East Coast US ports and in the Leeward Islands.



Aside from his maritime experience, Ted Charles is considered to be one of the great jazz vibraphonists and composers of all time, playing with such jazz legends as Charlie Mingus, Charlie Parker and Miles Davis. As a studio musician, he backed singers including Aretha Franklin and Bobby Vinton. Throughout the 1950s, Charles was also an active record producer.

In the 1960s, Charles took a break from the music world to follow the other great love of his life: the sea. He left New York and headed for the Caribbean where he sailed the Alden schooner *Golden Eagle*, formerly owned by the DuPont family, and became one of the first American charter boat skippers in the Caribbean.

Don Street recalls that Ted Charles and the *Golden Eagle* saved the lives of two pioneers in Grenada's early yacht charter days. Bill Stevens of Stevens Yachts and Spice Island Charters manager Dodd Gorman had swamped their 24-foot fishing boat, drowning its engine, off The Porpoises rocks. Most boats engaged in the resulting search had given up by midnight, but Captain Ted persevered and "had enough sense to turn off *Golden Eagle's* engine and drift", eventually hearing the two men shouting and rescuing them.

Captain Ted later bought and restored the derelict *Tiki*, the 1932-built 85-foot Alden schooner (originally called *Pilgrim*) from the 1950s TV series "Adventures in Paradise", and ran a charter service out of Martinique before switching from running charters to carrying cargo, including rum and soap, from Antigua. *Tiki* went aground in Bequia during Hurricane Allen in August 1980.

A *New York Times* obituary by Douglas Martin says, "(when he lived in Antigua) nobody wanted to play jazz, only calypso. Musicians shunned his suggestion that they play some Basie. In other ports, he would sometimes look for a church organ to play. In Grenada, he jammed with steel drummers."

Returning to New York, Captain Ted ran a charterboat business in the summer, returning to the Caribbean for the winter. He also became the owner of the Seven Seas Sailing Club of City Island, New York.

### Santa Marta Customs Update

Barry and Lindy Bullen wrote in the April issue's Readers' Forum about a couple of visiting yachts that had been impounded by Colombian authorities at Santa Marta because of Customs infractions.

We have since received news from Marina Santa Marta's manager, Ken Clark, that only one boat was actually impounded. The boat's Temporary Importation (i.e. cruising permit) had been allowed to expire when the owner was overseas and his agent neglected to apply for a renewal on time. We are told that although this agent had successfully handled hundreds of other yachts, owing to this incident he is no longer working through the marina property. Ken also writes, "I met with the captain/owner of the impounded yacht just yesterday (May 9th), and he said that they were planning to release the boat within days."

He also says, "The only other boat that was at issue is about to depart. They had entered Colombia but their zarpe was for a different country. They reported to authorities a mechanical failure on the vessel as the reason for entering Colombian waters. Had it been due to weather, health or, I believe, even fueling, they would have gone through the legal process without any delays. However, pending implementation of the completely rewritten legislation on May 8th, they fell into the category of a ship, not a yacht. When the dust settled, a nominal fine was issued and the yacht was issued a zarpe."

As we understand it, the rewritten legislation, "Decreto 0946 del 8 de Mayo de 2012" (an amendment to Article 158, first issued in 1999), stipulates that failure to renew a Temporary Importation will no longer result in outright confiscation of the vessel. However, the vessel will be detained if the permit for temporary import has lapsed and there is not been a re-exportation. A fine will be charged for every month or fraction of a month that the permit has lapsed. The fine is to be paid within five days of the vessel being detained. The vessel will be released within two days of the fine being paid.

The rewritten legislation also includes serious mechanical failure among the reasons for giving a special permit.

Also, visiting yachts can clear out in a different port of entry from the one where they entered the country. Customs in the exit port will notify the entry port to close the loop on the yacht's Temporary Importation.

### Venezuela Update

Last month we reported that as of mid-April, the authorities in the Gulf of Cariaco area had detained 18 sailing vessels of five different nationalities. While some boat-owners were apparently the innocent victims of a scam involving false paperwork, the issue was complicated by other boatowners who reportedly renewed their cruising permits illegally by hiding within Venezuelan waters for a couple of months, then appearing at a port of entry to "re-enter" the country and get another 18-month cruising permit.

We have recently been informed that one of the boats involved has agreed to pay a fine equal to approximately US\$3,000, while another boat has been released after the owners convinced authorities — with the help of a lawyer — that it had been wrongfully detained.

If you haul out in Venezuela, we are told that the time your boat is on the hard should not be counted as part of your 18-month cruising permit, although some officials may not realize this. Talk it over with your boatyard manager.

—Continued on next page

# ARUBA

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—Continued from previous page

**Space Junk Update**

In the March 2012 issue of *Compass*, Dwight Parsons reported finding part of a booster rocket floating in the shallows of the Tobago Cays Marine Park in the Grenadines on December 6th, 2011. It was determined to be from a Russian Soyuz rocket that was launched from French Guiana on October 21st, 2011.

In early May, more parts of the same rocket were found by kiteboarder Sean Crothers in the sea off Grand Cayman. While Parsons hoped to make the space junk in the Cays a tourist attraction, according to a report at [www.caribbean360.com](http://www.caribbean360.com) Crothers took the space junk home in his pickup and is now storing it on a friend's property. He said he was showing it to close friends, but it was unavailable for public viewing.

**Cruisers' Site-sings**

- The new website for The Classic Transat Race to Barbados, with first arrivals due in Barbados around December 18th, can be found at [www.transatclassique.com](http://www.transatclassique.com).
- The new website has been launched for the Barbados Round the Island Race 2013, complete with photos and records that were set during this year's event. It can be found at [www.mountgayroundbarbadosrace.com](http://www.mountgayroundbarbadosrace.com).

**New Home for Montserrat Museum**

The National Museum of Montserrat located at Little Bay, the island's only yacht anchorage, was officially opened to the public on March 2nd by TRH Prince and Princess Edward, the Earl and Countess of Wessex. Funded by the Department for International Development and The European Union, the EC\$2.5 million museum was designed and built by local architect Alford Dyett and Associates with support from David Powell of the Swedish Museum of Architecture and Dr. Lennox Honychurch, Curator of the Dominica National Museum. The new museum is equipped with storage and exhibition areas, a souvenir shop, a meeting room and a refectory area, and is equipped to accommodate persons with disabilities.

The Montserrat National Trust, which manages the museum, mounted its first exhibition, "Crossing Stitches", which showed the cultural and trade links between England, Africa and Montserrat.

The Montserrat National Trust established the first museum in a sugar mill in Richmond Hill in 1976 but the building was abandoned in 1996 because of volcanic activity.

**'Flora Flotilla' to Haiti for 2013**

A flotilla of cruising boats will gather at Marina ZarPar in Boca Chica, Dominican Republic on February 1st, 2013 and will depart February 7th. Weather permitting, the flotilla will cruise west to Isla Beata, a small island at the western end of the Dominican Republic. From Isla Beata the group will continue west to Ile-à-Vache, Haiti where it will anchor at Port Morgan and visit the fishing village of Caille Coq. Additional visits will be made to the village of Madame Bernard to visit the open market as well as to the L'Oeuvre Saint François orphanage, whose Director is Sister Flora Blanchette.

After a week at Ile-à-Vache, those who choose to visit Jamaica, the Caymans and Cuba will proceed west. The remaining flotilla will turn back, going east to Jacmel, Haiti, where it will anchor and spend two days in this colorful and safe tourist town. Afterwards, the flotilla will continue eastward to Bahia Las Agullas in the Dominican

Republic. From Bahia Las Agullas it will move south to Isla Beata and wait for good weather to sail to Las Salinas to complete entry requirements back into the Dominican Republic. From Las Salinas the group will head back to Boca Chica where a celebration party will be held.



The total of all of the US\$100 per boat entry fees will be donated to Sister Flora's orphanage at Ile-à-Vache. The 'Flora Flotilla' will visit the orphanage as part of a reception that will celebrate its arrival. As the boats organize at Boca Chica, a day will be set aside to go to Price Smart in Santo Domingo for those who wish to make purchases of supplies to donate to the school.

All registrants will receive dockage and moorings at Marina ZarPar for half the normal price. The flotilla will be limited to a maximum of 25 boats.

To register, contact Frank Virgintino at [fvirgintino@gmail.com](mailto:fvirgintino@gmail.com).

**Department of Corrections**

In last month's coverage of Les Voiles de St. Barth, it was incorrectly reported that Tom Mullen's *Shamrock VII* won its class in the BVI Spring Regatta 2012. The winner of Class 8 was the *J/36 Cayennita Grande*, with its new owner Stan Joines and a crew of former owner Tony Sanpere and five high school kids.

**Pirates Stole Our 'Arrrrrrs'!**

In the February issue of *Compass* a headline appeared: "Diving Around Montserrat". We were sorry to disappoint any scuba enthusiasts, but it should have read "Driving", not "Diving". We can only assume that the "Arrrrr" was stolen by pirates. Then last month they were at it again. "Sailing Through Southern Hispaniola" makes a lot more sense than "Sailing Though Southern Hispaniola". Dam pirates.

**Welcome Aboard!**

In this issue of *Compass* we welcome new advertiser Maritime Preservation Ltd. of Trinidad, on page 13. Good to have you with us!

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# BUSINESS BRIEFS

## Special Summer Rates at Port Louis Marina

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All of this combined with an increasingly vibrant social scene makes Grenada an excellent alternative "hot-spot" for the summer months. By day, Grenada offers something for everyone from immaculate white sand beaches, spas, yoga, dinghy sailing, mountain biking, diving and more. By night, guests can choose from local bars and beachside restaurants to a la carte, fine dining and hotels. Grenada offers a fantastic selection to cater for all tastes and budgets.

The island is a hub of lively fun throughout the summer months with local sailing regattas, the annual carnival, beach parties, "hash", dinghy concerts and much more — Port Louis Marina assures visitors they will never be bored during their stay on Grenada.

Port Louis Marina's competitive rates enable all guests to live the full Grenada experience. For 2012 summer rates (June 1st through November 30th) and more information see ad on page 47.

## Maritime Preservation Shipyard of Trinidad

Maritime Preservation Limited was founded in Port of Spain, Trinidad in 1994 as a response to a contract awarded by a Florida-based cruise line to convert a meteorological research vessel into a modern sailing passenger ship that met all relevant international regulations including American Bureau of Shipping, US Coast Guard and Public Health.

Once the vessel was successfully delivered, Maritime Preservation's staff renovated the shipyard and began providing general repair and dry-dock services focusing on vessels under 2,000 tons. Having refurbished many small passenger ships they've developed a niche as conversion specialists.

Maritime Preservation's boutique size enables them to focus their considerable resources on just your ship. Two vessels at one time are all the yard can accommodate, which means your ship receives personalized service, ensuring quality workmanship and quick turnarounds.

The yard offers a 1,500-ton dry dock/marine slipway accepting 18-foot draft and 55-foot beam; two wet dock facilities; 300-foot quay berthing space; pressure washers; sandblast equipment; airless painting; full machine shop; pipe and plumbing shop; electrical motor/generator rewind and service; steel fabrication and welding machines with Lloyd's certified welders, and much more — all in a certified safe port with 24/7 on-site security.

For more information see ad on page 13.

## Updated Haitian Cruising Guide Now Available

Delete your year-old *Cruising Guide to Haiti 1.0* and download the just released *Cruising Guide to Haiti 2.0* as a free PDF at [www.freecruisingguides.com](http://www.freecruisingguides.com). The ePub version is coming soon to Amazon Kindle and other ePub bookstores.

*Haiti 2.0* is one-third larger than the original edition, following the author's recent cruise to the country's south coast. Additional maps, many annotated for easier orientation, address the technical needs and questions of cruisers. Thorough tables of contents and figures make this edition easier to use as well.

An expanded cultural section complete with photographs worthy of a *National Geographic* in-depth spread live up to the hallmark of Frank Virgintino's cruising guides: a preview of the cultural delights and surprises cruisers can expect to encounter if they choose to fully experience their time in Haitian waters.

For more information see ad on page 27.

## New Cartagena-Colón Ferry Service

According to [www.panama-guide.com](http://www.panama-guide.com), the Caribbean cities of Colón in Panama and Cartagena de Indias in Colombia will now be connected by a new ferry service, which will cover the route in about seven hours. The ferry *Nissos Rados* of the cruise line Panamerican Seaways has a capacity to carry approximately 1,500 people, but they will start running at about half capacity. The ferry will also carry shipping containers and automobiles. The ferry will make six trips each week, with three departing from Colón and three from Cartagena. The ferry will depart on Monday, Thursday and Saturday from the Panamanian port, and on Sundays, Tuesdays and Fridays from the Colombian city. Trips are scheduled to depart from either of the two ports at 6:00PM local time and will arrive at 7:00AM the following day.

## New Book of Caribbean Poems

*Island Rhymes For Island Times*, a book of poems by frequent *Compass* contributor Nan Hatch, is now available from Amazon.com. This would make an excellent gift or keepsake for anyone who loves the islands.



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**Caribbean Eco-News**

**Signatures Collected in Favor of Grenada Turtle Moratorium**

One morning in March 2006, the Kido Foundation NGO was showing a slide presentation to children at the Harvey Vale primary school in Carriacou, Grenada. The presentation highlighted the plight of sea turtles, killed by humans in many ways, directly and indirectly. The children were fascinated by the almost life-size images of these animals projected on their classroom wall.



Children in Carriacou examine a life-size replica of a leatherback turtle created by the Kido Foundation

Minutes later, as the Kido team was about to leave the school grounds, a ten-year-old boy who had been part of the audience reported that a huge turtle had been carried on a beach to be slaughtered. "You must go NOW to its rescue!" he urged.

The Kido team and some local volunteers immediately set forth to rescue this creature. The fishermen who had caught the 1,000-pound leatherback turtle were paid, her back flippers were tagged with specially numbered tags provided by the University of the West Indies Biology Department in Barbados, and she was released. She was dubbed Donnella, after Donnell, the boy who had given the alert.

Two months after Donnella's rescue, the Kido team met her at night nesting in Petit Carenage beach. She was recorded nesting on the same beach during the 2008 and 2010 seasons.

In March this year, 251 signatures were collected in one Turtle Awareness Day to petition for a moratorium on sea turtle hunting in Grenada. Two more Turtle Awareness Days are planned for Grenada.

Of the seven species of sea turtles, all are listed on the International Union for Conservation of Nature Red List of Endangered Species as either "endangered" or "critically endangered". Trinidad & Tobago and Barbados have already banned turtle hunting.

For more information on the Kido Foundation visit <http://kido.optsoftware.com/about>.

**Sargasso 'Invasions' Not New**

The "invasion" of sargasso seaweed (*sargassum natans*) on beaches on the windward coasts of the Lesser Antilles in March, and a similar occurrence last summer, has led to speculation about the cause of these "unprecedented" events. According to Dr. Deborah Brosnan ([www.brosnancenter.com](http://www.brosnancenter.com)), one hypothesis is that when the currents are unusually strong, due largely to storms, they bump into the edges of the Sargasso Sea, breaking off pieces of the ecosystem. The currents carry the weed along with them, eventually sweeping it eastwards into the Caribbean islands where local currents carry it ashore.

Don Street notes that, although the recent "sargasso invasions" were unusually large, they are nothing new. He writes, "My first winter in the Caribbean was 1956 - '57. When sailing from St. Thomas to St. John in the US Virgins we would run into patches of sargasso weed the size of a football field. The following year the patches were the size of a tennis court. The winter of 1958 - '59 there were just small patches of sargasso weed in the Caribbean. The next year there was very little, and then it disappeared entirely until 1989, when it reappeared, but only in very small bits and pieces."

**Increased Numbers of Sperm Whales in French Islands**

The French West Indies are a wonderful habitat for the feeding, reproduction and migration of large marine mammals, thanks to the AGOA sanctuary in the waters around Guadeloupe, Martinique, St. Barthélemy, and St. Martin, which was established on October 15th, 2010. The name AGOA is in reference to "Maï d'Agoa," the mother of the spirit of the water in Amerindian mythology. The sanctuary covers 138,000 square kilometres.

Initiated by AGOA, the third campaign in a study of marine mammals took place from March 9th through 14th. Two maritime zones were covered according to the established protocol: the first zone encircles Saba, St. Eustatia and the Saba Bank; while the second is between St. Martin, Anguilla and St. Barth. Funded by AGOA and the SPAW-CAR, this expedition was led scientifically by BREACH (the association in charge of studying the marine mammal population in the AGOA sanctuary) in partnership with the Réserve Naturelle. Two boats were used for the staff from BREACH, AGOA, SPAW-CAR and the marine parks of St. Maarten, St. Eustatia and Saba, as well as the Réserve Naturelle of Saint Barth and the Réserve Naturelle of Saint Martin.

In 2010 and 2011, 11 visual observations and 16 acoustic observations were made along the 717 kilometers covered by the staff of the Réserve Naturelle, or an average of 1.6 humpback whales per 100 kilometers and relative abundance of 0.026 individuals per kilometer. The 2012 campaign is already more fruitful, based on the observation of several groups of sperm whales, dolphins, and humpback whales near St. Martin's shores. The increased number of sperm whales will be an important element in validating the importance of the northern islands in terms of the AGOA sanctuary, as these whales were generally considered absent in this zone. Certain observations could even be made directly from the shore, as two adult and two baby humpback whales were seen late one afternoon near the entry to the marina at Oyster Pond.

Adapted from the journal of the Réserve Naturelle of St. Martin, April 2012 issue. For more information contact [journal.reserve.stmartin@gmail.com](mailto:journal.reserve.stmartin@gmail.com).

**Protection of Spawning Site Aids Nassau Groupers**

Recent scientific evidence shows that a ten-year effort to protect the spawning aggregation sites for the endangered Nassau Grouper has resulted in a growing and healthy population of the species on the reefs near Little Cayman — a harbinger that the recovery of the species may spread throughout the Caribbean.

—Continued on next page

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Dr. Guy Harvey, a Cayman resident and an ardent conservationist who has worked closely with research leaders REEF (Reef Environmental Education Foundation), Oregon State University and the Cayman Islands Department of Environment (DOE) to bring about legislation to protect the species, says, "The work is finally done and science indicates the groupers need to have aggregation sites protected to help them survive."

Late last year a groundswell of public support generated by Dr. Harvey's latest film, "The Mystery of the Grouper Moon", prompted the Marine Conservation Board of the Cayman Islands to extend a ban on fishing the Nassau Grouper spawning aggregation site near Little Cayman.

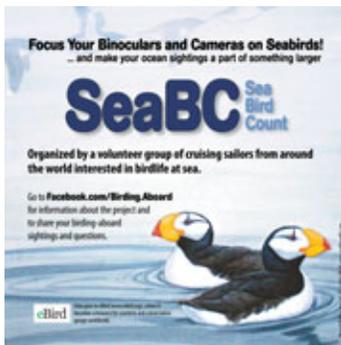
During a return to the spawning area this February, researchers collected a sampling of eggs for genetic research and noted a marked increase in the number of groupers.

Gina Ebanks-Petrie, Director of the Cayman Islands Department of Environment, is recommending complete closure of the Nassau Grouper fishery during spawning season and enforcing catch limits for hook-and-line fishing for the remainder of the year. Government officials agree and are drafting a decision to extend the fishing ban during the spawning season — November 1st through March 31st — and implementing open and closed seasons for groupers on an annual basis. The penalty for catching Nassau Grouper in a spawning aggregation site between November and March is up to one year in prison or up to \$500,000 in fines.

Dr. Brice Semmens, who along with his wife, Christy, has spearheaded the REEF research efforts, said that a healthy and growing Nassau Grouper population will not only seed the local reefs surrounding the Cayman Islands but will be at the epicenter for the recovery of the species everywhere in the Caribbean.

"The Cayman Islands, through their cooperation and support, have put themselves on the international conservation map," he added. "The government officials made the correct and appropriate decisions based on science."

#### Sea Bird Count Poster Available



On May 1st, the SeaBC Sea Bird Count released a poster with artwork contributed by noted field guide illustrator and ornithologist Sophie Webb ([www.sophiewebb.com](http://www.sophiewebb.com)). The poster is intended for marinas and yacht clubs worldwide, to be disseminated among the boating community by e-mail and social media.

The poster is available for viewing and download at <http://bit.ly/JkYDUs>.

For more information visit [www.facebook.com/Birding.Aboard](http://www.facebook.com/Birding.Aboard).

#### Cruise Ships: Environmental Risk?

According to a report by Robert MacLellan published on April 17th at [www.caribbeannewsnow.com](http://www.caribbeannewsnow.com), it is time to raise questions about the future of the cruise industry in the Caribbean and its impact on the region's environment.

Since the beginning of 2012 alone, four cruise ships experienced serious incidents that could have resulted in disastrous damage to the marine environment in tourism-dependent areas. One ship, the *MSC Poesia*, was stranded on a reef in early January while approaching Port Lucaya, Bahamas. The *Azamara Quest* was adrift for 24 hours in late March near the UNESCO World Heritage Site of the Tubbataha Reefs in the Philippines. The *Costa Allegra* was adrift in late February near the pristine Alphonse group of coral atolls in the Seychelles, and the *Costa Concordia* went aground in mid-January on the Italian tourist island of Giglio.

The Caribbean is the most tourism-dependent region in the world, marketing itself primarily on its pristine beaches and reefs. MacLellan writes that over 60 percent of the world's cruise ship fleet is in the Caribbean in the winter high season, but questions whether the ships have adequate emergency back-up systems to allow safe operation in the event of a major fire, severe grounding or collision. Costa is a division of Carnival Group and Azamara is one of Royal Caribbean Group's brands. Together, their ships call at every major tourist island in the Caribbean. These two groups dominate the world cruise industry, he says, and their financial resources dwarf the GDP of most island economies in the region.

Few resources exist in most Caribbean island ports to limit the effect of similar or worse cruise ship incidents — a serious grounding or collision could result in a long-term environmental disaster. In the event of a disaster, would a single island government or small group of governments be able to bear the full environmental and economic impact? How much cooperation or finance have Caribbean governments received from cruise lines, MacLellan asks, to help disaster planning in order to mitigate these risks? "In overall terms, what is the actual economic risk/reward balance with cruise ships in the Caribbean?"

MacLellan asks, is it not time that the fiscal contribution by cruise lines to Caribbean governments should more fairly reflect the industry's impact on the local environment and, ultimately, their potential for environmental disaster in the region? He suggests that now is the time — while the cruise industry is struggling hard to protect its image and to achieve good "corporate citizen" status — to address this issue.

#### Volunteers Welcome for Tobago Cays Turtle Project

Volunteers are welcome to assist Tobago Cays Marine Park rangers in the annual in-water Sea Turtle Monitoring program to be held this summer.

The TCMP sea turtle monitoring program began in 2010 with the park's biologist and four rangers being trained by their counterparts at the Barbados Sea Turtle Project and experts from The Wider Caribbean Sea Turtle Network (WIDECAST) in both beach and in-water sea turtle monitoring methodologies.

During the first round of monitoring, the team was able to capture and tag 92 turtles: 85 greens and seven hawksbills. The captured turtles were tagged, weighed, measured and released. This information was collected in order for the management of the TCMP to determine the status of the sea turtle population within the Marine Protected Area.

The second round of monitoring, which was conducted over eight days and ended October 27th, 2011, logged 50 turtles: 49 greens and one hawksbill. Twenty-three of the 50 turtles captured last October were re-captures from the first year. The turtles ranged in size from four to 82 kilograms.

The third round of monitoring will be done at the end of this summer and volunteers are always welcome, so keep monitoring the website [www.tobagocays.org](http://www.tobagocays.org) for the exact dates as the summer draws near.

For more information contact Olando Harvey or Lesroy Noel at (784) 485-8191 or [info@tobagocays.org](mailto:info@tobagocays.org).



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Late in 2010 there was a hoo-ha in Compass's Readers' Forum over restrictions to yachts in Carriacou's newly established "Marine Protected Area", the Sandy Island/Oyster Bed Marine Protected Area (SIOBMPA). There were several bones of contention including whether yachtpeople had been consulted (it was claimed that we had been), whether the MPA was the right way to protect the environment, and suspicions that it sounded like an eco-tourism business plan — to which I've heard comments from both locals and visitors to the effect, "so, what is wrong with that?"

In the December 2010 Forum, a December 2010 meeting was proposed (but not scheduled) for the specific purpose of hearing all that the yachties had to say on the MPA. I had said something in the Forum, was in the loop, and got an e-mail, which seemed a genuine request for input. I felt obligated, but I don't do such meetings if there is any way out of it. So I wrote up my comments and e-mailed them instead, both to the Sustainable Grenadines NGO, which had proposed the meeting, and to SIOBMPA, the MPA in question.

Meanwhile the proposed meeting slipped from island time into oblivion. Thus, ironically, I am one of few who gave them yachtie input.

It happens that I am not in the camp that believes yachting to be squeaky-clean and does nothing but good. So you might not agree with what I told them and might want to make comments of your own.

This is some of what I told them:

I fall within two groups not normally represented at regulatory meetings. The first is the people who did not retire aboard a yacht in the tropics intending to attend such meetings. The other group is those people who avoid places that require a permit and a fee. For instance, the last time I visited the Tobago Cays was before it became a park. And because of St. Lucia's requirements to go to one place in order to pay a fee and get a permit to go to another place, I have never visited the island of St. Lucia. And I will never again be found in the militant marine park surrounding St. John in the US Virgin Islands.

So, declaring a marine park automatically protects its environment from me. Ironically, I would be one of the low-impact visitors: no two-cycle outboard, no diesel engine(s)/generator(s), and smaller anchor and chain, which I snorkel to set and to see if the chain is threatening anything.

The demonstrated dangers to Sandy Island are direct human impact and severe weather. It seems obvious that sea-level rise has added or will add to its demise...

# Marine Protection: YACHTIE FEEDBACK

by Jim Hutchinson

or perhaps add to its development, as recent storms have, for Sandy Island is a glorified sand spit and will move and reshape with or without human intervention. Resources spent on that aspect of Sandy Island might be better used elsewhere. In my opinion, the true value of Sandy Island is as an anchorage and as a tourist icon.

Moorings. I don't like them, I don't trust them, and I won't pay for them. On the other hand, I understand their need for environmental protection in many circumstances. My thoughts are more fully given in my Compass article, "What's On My Mind: Moorings", December 2009. But mostly, in practice and in my experience, I see moorings as a way of tying up prime anchorage space and charging people to be there.

Regarding exempting larger yachts from moorings, allowing them to anchor, I think you've got it backwards. The larger they are, the heavier and longer the anchor and chain. And the more damage they cause if they drag.

—Continued on next page



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—Continued from previous page

And big-engine boats (ships, sportfishermen, and mega-yachts) can stir up the bottom with big, deep propellers. Moreover, these are the bigger CO2 generators among the yachts, and I don't think that misbehavior should earn special privileges. I think that above a certain size/draft/horsepower they just shouldn't be allowed. Yeah, yeah. I know, reality requires that you sell out to the rich.

Global warming is my biggest environmental concern, on which a majority of scientists and governments worldwide now agree. So my first question of programs to protect the environment is, what is its effect on global warming? If it is machines carrying uniforms around (ashore or afloat), is it more harm than good?

I'm for saving the environment, and think that truth and education are the keys.

I had also made a comment about two-stroke outboard engines, on which the SIOBMPA asked for more.

A two-cycle mixes oil with fuel, much of which becomes unburned oil mixed with the exhaust. A dramatic demonstration of this can be done by running a two-stroke in a barrel of clean water.

A four-stroke outboard keeps its oil in the crankcase until oil change, and it is a small fraction of the amount of oil a two-stroke uses. Four-stroke engines are more complicated, therefore more expensive. Four-strokes are also more fuel efficient. I don't know how much; ask someone who knows. There is also the question: what is the environmental impact of manufacturing all the extra parts that a four-stroke needs? Oh! And four-cycles are (in general) less noisy! And less stinky!

A four-stroke engine needs a four-stroke mechanic. A good two-stroke mechanic can learn it; a car mechanic already knows the land version. A four-stroke also needs an operator who checks oil. When a two-stroke runs out of oil, it is also out of fuel. A four-stroke will continue to run without oil until it destroys itself.

The vast majority of outboards on the water today are two-cycle, even, I think (?), the dive shop boats.

Otherwise, the two-stroke/four-stroke decision pretty much comes down to whether you are thinking about the environment or money. And maybe the image you want to convey.

SIOBMPA responded and asked for more, which I sent: I assume you have waded through the past months of Compass's Readers' Forum on the issue. John

Pompa's December (2010) Forum letter asked some good questions.

You should also get hold of the recent *Caribbean Compass* Readers' Survey, which will give a range of prevailing yacht opinion.

Here's a report from the field: Someone told me of talking with a warden during the time the wardens didn't have a boat, who was counting the boats at Sandy Island and figuring how much money the MPA

And, of course, there are more and more of them.

Some thoughts on the protected north side of Tyrrel Bay. It was once a beautiful mini-lagoon. When I surveyed it, "Another Secret Discovered" (July 2002 *Compass*), it was heavily damaged by the hazards of a commercial port (Tyrrel Bay also has the island's fuel facilities), by groundings (not necessarily yachts), anchoring, and (presumably) by the swell from Hurricane Lenny in 1999. I'll leave it to you to deter-



WILFRIED DEGENER

A charter yacht anchored in the Tobago Cays Marine Park. The author says that he, however, avoids places that require a permit or charge a fee: 'declaring a marine park automatically protects its environment from me'

was losing. The someone noted to the warden that there were many more boats moored there than when the park had a boat and was out collecting. To the someone who told me, the message was that charging for moorings chased yachts away. The message I got was that the MPA was seeing the moorings as money. When yacht opinion was sought for the Tobago Cays Marine Park, I said that I thought that SVG Customs should say, on check-in, "Of course the Tobago Cays are included! Welcome to St. Vincent and the Grenadines! Here is a copy of the park rules. Help us keep it a wonderful place."

My personal agenda is basically freedom (of movement and lifestyle) and protection of the environment, against global warming in particular... which increasingly includes yachts, which get bigger and bigger, use more and more fuel, and produce more and more trash.

mine its present condition. I think that its former environment has largely been replaced by the general Tyrrel Bay environment, mostly, I think, because of the silt from marina dredging, which smothers coral and provides nutrients for algae. Admiralty Bay in Bequia once had some nice little reef systems, now reduced to rubble. Admiralty Bay has become a parking lot for yachts. Yacht tourism needs parking lots for yachts. Perhaps saving a part of a bay that is in a commercial port is as futile as saving an island that moves in storms. If, in your opinion, the dredging and all has made it a parking lot, maybe it should remain one. If not, it needs protection from the commercial port and the marina as well as the yachts. Politically, it is also a bargaining chip. And yachts do value it as an anchorage out of the sometimes-awful Tyrrel Bay swell.

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# HAVE AH GOOD SAIL AN' MEK IT QUICK!

by Orbin Ollivierre



And they're off! Bequia's iconic double-enders starting from Friendship Bay on Easter Sunday, 'ah good day fo' sailin'

**IT'S** Friday de fifth of April and Good Friday at dat. Easter time again an' fo' de first time in ah long time, we got a double-ender race on Good Friday. Yes, we have ah new sponsor, de First Citizens Investment Bank, an de race name is de First Citizens Big Boat Challenge. Yes, is only big big boats goin', little boys stay shore an' watch. De course is ah double tri-angle off Admiralty Bay an' finish at Hamilton Point as usual. We got ten big boats: Skyler an' Ace Plus from Carriacou, an' from Bequia, *Confusion*, *Double Bluff*, *Braveheart*, *Bequia Pride*, *Limbo Dance*, *Iron Duke*, *Lightning* an' de long-awaited *Black Berry*. She is de latest, launch on Good Friday mornin' an' racin' Good Friday evenin', so all eyes go' be on she. Race start two o'clock an' dey on de track, de yacht

Saturday mornin', de wind is good an' de seas calm, de sun shinin' an' so is everybody else. Can't wait to see who go' be on top. Today's race start 11 o'clock, everybody in dem white Heineken T-shirt as is Heineken sponsor de race today an' tomorrow. Eleven o'clock reach an' we got 29 double-enders on Lower Bay beach ready to go. Class 5 start first, six in dat class, den Class 6 wid *Limbo Dance*, *Iron Duke* an' *Ace Plus*; den de big boys. Little ones 14 feet goin' last, dem course short. De big boys doin' ah double upwind downwind lap off Paget Farm an' finish off de ramp. I in de rescue boat an' ah watchin' boats small an' big an' ah tell yo', dem big boat latch on to one another goin' downwind as dey turn West Cay an' out to de South Mark dem start to space out. *Skyler* was in de lead but it look like she ain't read de chart because she goin' de wrong way leavin' *Confusion* an' *Lightning* fo' battle out front. *Skyler* finally see wha' happenin' an' get back on course but she go' ha' fo' do an awful lot fo' catch up. *Black Berry*, *Bluff* an' *Bequia Pride* ah bit behind but still in de do. Dey turn de upwind mark at Sempie Cay an' downwind again, *Confusion* an' *Lightning* rubbin' each other. We go' see who go' rub at de finish. *Confusion* beat out *Lightning*, *Black Berry* an' *Bequia Pride* rubbin' each other; dey go de limit an' foul each other. But *Black Berry* on starboard, *Bequia Pride* on port tack so yo' know what de rule say about dat happenin'. *Bequia Pride* slip through third wid *Double Bluff* on she rudder. Good race but it go' be hell fo' pay ashore after ah few green ones: remember is Heineken day today an' tomorrow.



WILHELM OEDERER ©

Class 1 Overall Winner Wisdom leads the pack from the start in Lower Bay

race just finishin' an' de double enders startin'. Out to de Northwest Mark an' down to Ship's Stern mark an' up wind to de Admiralty Mark an' around again an' *Skyler* in de lead. *Confusion* givin' she ah chafe but not close enough. Ah good race an' ah trial run fo' *Black Berry*. Maybe tomorrow she go' do better.

Sunday mornin' is here, seas calm, wind light an' sun hot, ah good day fo' sailin'. Ah see *Devine* on de beach. Today, Uncle Lacey not here: he retire an' ha' fo' watch from under de mango tree. Is he sons sailin'. Is de first time we havin' ah regatta or a race without Uncle Lacey takin' part. But such is life, ah mean, he only eighty-some. Race start 11:30, 18-footers first as usual. We got *Tornado*, *Shamu*, *More Worries*, *Worries Again*, *Shanna-lou* an', from Canouan, *Nerissa J 1* an' 2. Downwind dey go', den Class 6 and Class 7 upwind to ah mark off Hope Rock den downwind to West Cay Mark den upwind to Sempie Cay Mark den downwind fo' West Cay and upwind to de finish off Hamilton Point. As ah say, de wind good, seas calm; dey go' have ah good sail an' mek it quick, not without ah lot ah tackin' and jibin' an' rubbin' one another especially when dem gettin' close to de finishin'. *Confusion* finish first but de drama was between *Black Berry* an' *Lightning* right at de mark. Both ah dem tack short an' tryin' to point over, but not to be. So dem ha' fo' tack back under dead way. While dem foolin' around, up comes *Bequia Pride* an' cross de line before either ah dem an' tek de third place.

—Continued on next page

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Well, all boat ashore safe but ah ain't know about sound because ah seeing houses on Lower Bay but ah can't see de sand: it change colour. I ain't goin' down dey today because it done two o'clock an' everybody balance go' be touchin' half ah bubble below level if yo' know what ah mean. So ah goin' home; we go' see tomorrow.

Monday mornin', 10:30 an' we ready fo' go. Today is Mount Gay day an' every-one dress up in dem red T-shirts. If de ULP Comrade could see dem, he go' feel good because red is he party colour! Course short today: down West Cay, up to Semple Cay an' back. De little ones doin' two little lap right in de bay. Off dey go. Ah still watchin' de big boys on de upwind leg. *Bequia Pride* way ahead but on de way down, everybody mixin' up. De fight go' be on de north side today, upwind to de finish. De race break up, some beatin' north, some south on de shore. Well, ah tell yo', de tide different today from yesterday so dem takin' de chance but fo' me, de wind touchin' northeasterly so we go' see how it go' work out. *Confusion* of course, she captain from dis side ah town so he know de knocks an' de rounds an' he go' tek dem when dey come. As fo' *Black Berry*, she get ah call from St. Vincent fort, so she gone way in north, an' *Double Bluff* goin' fo' see if she could get ah lift up too. But, sorry fo' dem, de connection bad, an' as de old people say, who cyan hear go' feel.

I on de committee boat now, tryin' fo' get out de sun an' waitin' fo' de last boat to finish. An' who dat last boat? Is *Devine*. But finish it ain't because 100 yards from de finish line, ah puff hit she an' bottom up she go. Well, remember ah say Uncle Lacey under de mango tree. Ah know he not goin' get vex because he pacemaker nah go like dat. So, knowin' him, he go' be laughin' he head off an' waitin' fo' chastise he two sons when dey come home. When ah ask Lester wha' happen, he say de main sheet hook up round he foot; yo' ha' fo' excuse him, he live in Canada ah long time an' he longin' fo' ah good sea bath!

Prize-givin' went well. Ah glad how most ah dem captain or somebody in de boat came up fo' collect dem prize. Dem had four days ah good sailin' an' well rewarded. Ah hope fo' see yo' next time.

For full results visit [www.begos.com/easterregatta/fishing\\_results\\_2012.html](http://www.begos.com/easterregatta/fishing_results_2012.html).

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



Top: 'Confusion an' Lightning rubbin' each other'; Confusion won Overall First in Class 7

Inset: Black Berry is the newest addition to the Bequia racing fleet

Left: Ace Plus was the Overall Winner in Class 6

Below: George Corea receives the Class 5 A Overall Winner's Admiralty Transport Trophy from the Parliamentary Representative for the Northern Grenadines, Dr. Godwin Friday



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# 'The Best on Either Side of the Atlantic'

by Don Street

It was wonderful to see the beautiful black 88-foot schooner *Aschanti IV* charging through the sea, as it was in her main cabin 26 years ago that the idea of a Classic Regatta, separate from Antigua Sailing Week, was conceived. The late Captain Uli Prussen had called the meeting, as during Antigua Sailing Week a bareboat tacked in front of *Aschanti* and she just barely missed T-boning it. At the meeting were Jol Byerley, Kenny Coombs, Jane Coombs, Julien Guildersleeve, Tony Fincham, Karen Portch and other leading lights in the Antigua racing scene.

The first regatta had seven boats, and numbers have grown through the years to the mid-50s, where many of us hope it will stop. I have been to classic regattas on both sides of the Atlantic and Antigua Classic is the best. Four days of racing the classics and then, on the fifth day, gig racing in English Harbour and a magnificent English "high tea" on the Admiral's inn lawn.

Kenny Coombs is a big man with firm ideas who runs the Antigua Classic Regatta aided by a large group of devoted volunteers completely willing to follow his lead. I do not know who did the sailing instructions but whoever did them did a magnificent job and covered all the bases. This year the sailing instructions were so good there was no necessity for a skippers' meeting, but it was a nice time to meet the other skippers!

The race committee work at the 25th Annual Antigua Classic Yacht Regatta, held April 19th through 24th, was also excellent. The wind was in the southeast all four days so the first mark was not in its usual position, but every day the position was given via radio. The starting flags went up on time and in the correct order plus, via radio, everything was made so clear there was no chance of a boat starting at the wrong time.

Along with some others, I had only one complaint. We did not like the angle of the starting line or the length of the line. The length looked fine for most of us, but when the five schooners over a hundred feet started, the line was short. (This was a point Kenny made very vociferously after the regatta.) Also, the line was almost square to the first course, which greatly favored the windward end and was likely to cause jam-ups at the windward end. And if a boat was early on the line, they had to sail dead downwind in danger of jibing to avoid crossing early. When there is a reaching start,

the line should be laid 45 degrees clockwise to the wind. This favors the leeward end, and a boat can start anywhere on the line and still have clear air. Also if a boat is early they can sail down the line, if late head up and hit the line with or close to the gun.

Hardnosed racers might have wanted more wind but for a classic regatta the conditions were absolutely perfect. The first three days saw ten to 12 knots, up to 15 for short periods. The fourth day was a good solid 15, but since the wind had been light the previous three days there was no big sea.

Mark roundings with boats of different sizes with different turning circles have, through the years, caused collisions — some minor, some major. This year was no exception with the 183-foot schooner *Athos*, the 86-foot yawl *Norwind* and the wonderful little 50-foot schooner *Charm III* rounding a mark at the same time. *Charm III* stuck her bowsprit into *Norwind*'s stern and came out second best by losing her bowsprit.

—Continued on page 26



*Aschanti and Coral of Cowes. 'For a classic regatta the conditions were absolutely perfect'*

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# TRADITION'S ALIVE ABOARD SCARAMOUCHE

by Stephen Sammons



Old cargo ship, new cargo ship. Scaramouche heading from St. Vincent & the Grenadines to St. Barth.

"Apparently, they love fresh coconuts in St. Barth." Martin Jennet, owner and skipper of the Carriacou-built schooner, *Scaramouche*, explained to his shipmates why we were stopping at Chateaubelair on the leeward coast of St. Vincent to collect several hundred of the huge fruits. We had left Union Island in the Grenadines at dawn on the first of May to sail the 82-foot, ex-trading schooner up to the fourth annual West Indies Regatta. Since we were hoping to make the 350-mile journey in two days, we were grateful to see a fully laden truck turn onto the jetty exactly on time. Chateaubelair might be small and remote but they know a thing or two about prompt coconut delivery.

We were anxious to arrive at St. Barthelemy on time because *Scaramouche* was to be the centerpiece of the annual celebration of West Indian-built wooden sailing boats. Built in 1969, she is both historic and unique. Of all the hundreds of West Indian wooden trading schooners, just two remain: Bequia's *Friendship Rose* and Union Island's *Scaramouche*.

But age has not dimmed *Scaramouche's* sailing abilities. Once loaded, the gaff-rigged ship escaped the lee of Soufriere and — sails trimmed as carefully as a racing yacht — headed due north at over eight knots. On a close reach, she maintained the pace through a moonlit night as we cut across the arc of islands straight for St. Barth.

In the old cargo hold, now a saloon, an occasional trickle of salt water came through a seam when the boat heeled, but otherwise all was perfectly dry and sound. The hand-hewn cedar ribs are fully exposed, creating an interior not unlike a 16th

century Tudor pub — warm, cosy and scented by aging timbers. Carriacou shipwrights fashioned these ribs by walking into the woods and searching for cedar branches to match the shape of the hull. Roughly fashioned with an adze, these were attached to a greenheart keel. Douglas fir planking was cut to fit the framework and yet another trading schooner launched from the little shipbuilding town of Windward. Descended from Scottish shipwrights.

—Continued on next page



I've got a lovely bunch of coconuts! Chocolate, honey and rum were also among the delectable local products carried aboard



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—Continued from previous page

Windward boat builders have not lost their skills and continue to construct beautiful wooden boats — but they are now craft for pleasure and competition. The days of the island trading schooner are over.

But now *Scaramouche* is making an attempt to keep the tradition alive! On board, along with our coconuts, we are carrying honey from Bequia, boxes of the superb Grenada chocolate and cases of Vincentian rum. The skipper — appropriately, a Scotsman — has enlisted a crew of long-time friends from Union Island, St. Vincent, England and France, and our direct passage to the *entrepot* of Gustavia is a reflection of a way of life that sustained the cosmopolitan islands of the West Indies for centuries.



The mere fact we were making this voyage is something of a miracle. *Scaramouche* should not even be floating, let alone doing a respectable eight knots under a full press of sail. In 2004, Hurricane Ivan nearly destroyed her.

"She was safely on her mooring in Clifton, one of the best harbours in the Grenadines," said Jennett. "I wanted to be certain the mooring was secure and sent a local lad down to ensure that everything looked good. I would surely have gone down myself, but I had hurt my arm a few days before and couldn't dive. The fellow misunderstood my directions and attached the ropes improperly. The wind was 130 miles per hour and *Scaramouche* dragged until she struck the reef. Still, all was not lost. We pulled her off to deeper water and turned her upside down to patch the holes. Then, with the help of a powerful trawler, we brought her upright using ropes attached to the tops of the masts. Just when she came up and we were starting to cheer, the trawler went off course, wrenching the masts sharply backwards. I watched in horror as the bowsprit parted from the hull. Masts and rigging, the whole damn show, came crashing down, driving more holes through the hull. I could have wept in frustration and sorrow."

But instead of weeping, Jennett defied common wisdom and refused to let her die. He towed the wreck across four miles of open water, back to her birthplace in Carriacou. There the old shipwrights and their offspring, realizing the importance of this particular ship, also refused to abandon her. Instead, with loving care, using the same skills as a generation earlier, they rebuilt her and launched a new chapter in her career.

Much loved by visitors, *Scaramouche* has taken thousands of people from all over the world on day voyages to the Tobago Cays. One Swiss guest was so enamoured of the trip that he came back for six successive years just to enjoy sailing on an original wooden schooner in the matchless seascape of the Grenadines. Film work, too, has made *Scaramouche* famous beyond the local waters. She played a role in Disney's "Pirates of the Caribbean", the BBC has featured her in an adventure series, and she has starred in several television commercials.

Replaying her role as a trader, her current voyage to St. Barth was blessed by favorable winds — she carried cargo and crew through two exhilarating days — so fast she seemed more like a clipper ship. The wind shadow of Guadeloupe slowed us down before we could shake loose of its northern edge and sail up the windward side of Montserrat, but our feeling of being on a thoroughbred vessel never diminished. After one more night in a seascape lit by brilliant flashes of lightning we reached St. Barth just at dawn.

Alexis Andrews, founder and organizer of the West Indies Regatta, led us in his wooden sloop, *Genesis*, to the elegant main wharf of Gustavia, where we were given a

place of honour opposite the Capitainerie and alongside the famous American schooner *Ticonderoga*. The comparison could hardly be greater — a West Indian working schooner beside the gleaming mahogany and brasswork of a gentleman's luxury yacht. Yet our wonderful hosts, the Port of Gustavia, treated us like royalty. Bruno Magras, president of the Collectivity of St Barthelemy, and Daniel Blanchard, head of



regatta sponsor. Club Unesco, came on board with generous compliments and genuine admiration. Neither skipper Jennett nor myself had been back to St. Barthelemy for 35 years, and we were worried our long journey to Gustavia might just be an exercise in nostalgia. But though the island has gracefully adapted to its modern prosperous and sophisticated persona, it has not shed any respect for the ways of its forefathers. In hosting the West Indies Regatta, St. Barth not only honors its own sailing heritage but also keeps vibrantly alive the whole tradition of trading under sail.

Above: *Scaramouche* and *Alexander Hamilton* at the start in the West Indies Regatta 2012

Left: Collecting cargo at Chateaubelair, St. Vincent

Below: Skipper Martin Jennett welcoming visitors aboard in St. Barth



Though the weekend brought a marked absence of wind, it was filled with the good companionship of our delightful hosts and the enthusiastic crews of fine wooden sloops and schooners from Grenada, Antigua, Anguilla and Nevis.

Now, on the return trip to Union, *Scaramouche* is filled with the good cheer of a tired but contented crew. In her trading days, she would also have been filled to the gunwales with duty-free goods and planning to distribute them with little concern for the niceties of duty and VAT. But these are different times and we have more respect for the work of our fine Customs officers — though we trust they will forgive us if we fail to mention a case or two of fine French wine, or the other little gifts from St. Barth that will make the Grenadine islands an even happier place than they already are.

For more information on the West Indies Regatta see news item on page 17 and visit [www.westindiesregatta.com](http://www.westindiesregatta.com).

For more information on *Scaramouche* visit <http://scaramouchegrenadines.com>.

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# REGATTA NEWS

## Trinidad-to-Grenada Yacht Race for the Girl Pat Trophy

James Benoit reports: On the morning of March 30th, 12 yachts started from Trinidad waters to make the 90-mile crossing to Grenada. The race for the Girl Pat Trophy is known locally as the oldest ocean race in the Southern Caribbean.

Peter "Champie" Evans, sailing his Swan 48, *Julia*, did the crossing in a new record time of seven hours, 57 minutes and 40 seconds, breaking the previous record by half an hour. *Julia* was followed by Norman Da Costa's Soverel 42, *C-Mos*, some 45 minutes later. David Leighton's 42-foot catamaran, *Valkyrie*, finished about 13 minutes behind *C-Mos*. Other boats crossing the finish line were *Prodigal Son*, *Legacy* and *Xante*. Several other boats retired and did not finish. On corrected time the first-, second- and third-place winners were *Julia*, Robert Marfleet's Beneteau 432 *Prodigal Son* and *C-Mos*.

On the following day, a second race was held off Grand Anse Bay in what can only be termed "Trinidad versus Grenada". Nine boats participated in a steady 16-knot wind. Taking the first on corrected time was the *J/24 Diehard* skippered by Robbie Yearwood from Grenada, second was the Albin 36 *Apero* skippered by Jason Fletcher of Grenada Marine, and third the well-known Soverel 43 *Legacy* skippered by Reggie Williams from Trinidad.



Grenadian Champie Evans' *Julia* set a new record in the Southern Caribbean's oldest ocean race to win the Girl Pat Trophy

The pure silver Girl Pat Trophy was first presented in 1959, although the Trinidad-to-Grenada race actually started in 1957. *Girl Pat* was the name of a 22-foot sloop owned by Bob and Betty Levorsen in Trinidad. Betty was a very active sailor and sailed regularly with Rawle Barrow as her skipper. *Girl Pat* won the first organized race from Trinidad to Grenada. The Grenada Yacht Club was host to this revived race and Island Water World kindly donated prizes for the event. At the prize presentation the Minister of Tourism, Hon. Peter David, said he was very pleased with the revived event and assured all participants that Grenada will welcome the Trinidadian yachtsmen any time. The 2013 Girl Pat Race will be held the weekend before Easter.

## Last-Race Suspense at Antigua Sailing Week

Some suspenseful finales highlighted the action at Antigua Sailing Week 2012, which ran from April 29th to May 4th.

In CSA Class 1A, Geoff Hill's Santa Cruz 72, *Antipodes*, won the last race of the last day to take the division. Peter Harrison's Farr 115, *Sojana*, could only manage a third on the last day, giving them equal points with *Antipodes*, but *Sojana*'s three first places lost to *Antipodes*' four. Jan Rupert's Tripp 75, *Blackbird*, finished the regatta with a second place in the last race to secure third overall.

In CSA 1B, Stefan Lehnert's Tripp 56, *Passion 4C*, won the last race by a handsome margin to secure the division title. Lehnert's team has been racing in the Caribbean all season. Antigua Sailing Week did not start well for Lehnert when his son went overboard in the first race but the German Admiral's Cup winner has had a great week, as Lehnert explains: "When Richard Matthews and *Zig Zag* picked up Phillip, I was so relieved, I thanked him by giving them a crate of champagne and it has been champagne sailing since then!" Hector Velarde's N/M 92, *Locura*, took

second in class, and *Zig Zag*, an Oyster 82, was third. The winner of CSA 2 was already decided before the last race. Ulrich Rohde's Swan 53, *Dragon Fly Plus*, had an unassailable lead, but that didn't stop Ross



Applebey's Oyster 48, *Scarlet Oyster*, from going for it. The vintage Oyster corrected out to win by just 25 seconds from Christian Reynolds' Swan 51, *Northern Child*, posting its best result of the regatta. In the last race, Andy Middleton's First 47.7 came third. Chris Brand's Swan 53, *Merel Four*, could only manage a sixth in the last race but the team from the Royal Thames Yacht Club maintained their position as third overall. In CSA 3, Richard Wesslund's J/120, *El Ocaso*, made it a perfect seven with their final-day win. Boat captain Mike Caldwell said, "It may look like we ran away with the victory but many of the races were won by a few seconds. Every single member of the *El Ocaso* team has made a significant contribution; we all had our moments when the bow, the trimmers and the driver all needed to step up and be counted — and that is what they did and I am very proud of them." At the

Final Awards Ceremony, *El Ocaso* was awarded the Lord Nelson Trophy for the best overall performance of any yacht during Antigua Sailing Week 2012.

Second place in the class went to Nick Burns' First 40, *Lancelot II*. His Royal Hong Kong Yacht Club team has been battling all week with Mario Martinez's Brazilian team racing the First 40 *Smile and Wave*, which took third. In CSA 4, Calvin Reed's First 40.7, *Elandra*, won the last race of the series by a significant margin to win class for the second year in a row. Sir Hugh Bailey's Beneteau 456, *Hugo B*, was second on the final day for a second place in the class.

Throughout the week, *Hugo B* had only been off the podium on one occasion and that was a fourth. However, *Elandra* has been unstoppable and the team has been class winner in consecutive regattas. Jonty Layfield's J/39, *Sleeper VIII*, was third overall.

In CSA 5, Geoffrey Pidduck's Six Metre, *Biwi Magic*, came out on top in the last race of the series to win the class: "The decisive moment today was the start. *Blue Peter* was lee-bowing *High Tide* and I was taking the lee-bow off *Blue Peter*, but because we can point much higher than both of them, *Biwi Magic* got right over the top of them and we made the top mark first. It has been a fantastic week of racing, but I have to say I was kicking myself yesterday when I rounded a mark the wrong way and had to go back — we could have thrown away the win there and then. It is great to win."

Steve Carson, owner of runner-up *High Tide*, a Dehler 34, was in good spirits despite missing the last race. "I helped build that boat (*Biwi Magic*) before it crossed the Atlantic and I suppose it has come back to bite me!" he quipped. *Blue Peter*, Tanner Jones' J/30, was third.

In CSA 6, *Resting Goose* was already secure of the class win before the last day's race. Eduardo Lentz's Sun Odyssey 44, *Vollactus* took second. In the final race, Vince Whites O'Day 35, *Seal*, saved the best for last, winning their first race of the series by a country mile to take third place in the series.

In the Bareboat Class, three yachts from KH+P had a tremendous battle all week. Alexander Pfeiffer's *L'Oiseau des Iles* won the final day's race, putting pressure on class leader, Horst Schultze's *Sea You Later*. However *Sea You Later* corrected out to take second place in the last race by a solitary second from Andreas Kadelbach's *Cayenne*. After a six-race series, *Sea You Later* won the class by the narrowest of margins.

In Bareboat 2, KH+P *Sapphire Dancer* took a convincing victory. In second place was Stewart Reed's *Dilligaff*. The Swiss Team Carondimonio racing *Balaoa* were third.

For full results visit [www.sailingweek.com](http://www.sailingweek.com).

## The 'Wet' Indies Regatta!

Alexis Andrews reports: The 4th Annual West Indies Regatta, held for traditional island-built sailing craft May 4th through 7th in St. Barth, was officially dubbed

"The WET Indies Regatta" by some clever fellow at the prizegiving ceremony. He was right, it was rainy, and although light and variable winds also prevailed, the five attending Carriacou sloops set out to race anyway, followed by the glorious sight of two island schooners, the Carriacou-built *Scaramouche* and the Nevis-built *Alexander Hamilton*.

On the Friday there was a welcome party onboard the schooner *Scaramouche*, which had sailed all the way from Union Island in the Grenadines with a cargo of goods for the event's special "island market" that included fresh coconuts and rum from St. Vincent, honey from Bequia, Grenada chocolate and cocoa balls, and much more. (See story on page 15.) There was more island-produced cargo on other participating boats, including *Savvy*, which left Grenada with T-shirts

made locally and branded with the Port Louis Marina logo; Grenada Chocolate from the Grenada Chocolate Factory; art and craft from Fidel Productions; locally made jams, pepper sauce and other food products from De La Grenade Industry; and rum from the Westerhall Distillery. The Saturday saw the fleet ghosting along the coast from Gustavia all the way to Shell Beach where a raft-up ensued with kids swinging off the rigging while guitars serenaded the crews. After returning to the dock, a projection screen was set up and the crowd was treated to the trailer for "Vanishing Sail", a film in production about the boatbuilders of the Grenadines. This was followed by the film "GILGI - Carib Canoe Project" made over ten years ago and still compelling. The Sunday saw more light air and a few skippers suggested we have a layday on the dock. Luckily good sportsmanship prevailed and so we "raced" again in light air from Gustavia to Colombier — a two-hour spectacle of heavy vessel tactics and much rudder pumping. At Colombier another picnic of wet and wild proportions took place under sullen skies and with new friends made, the last race started with most of the fleet sailing backwards! Although most vessels retired, the Carriacou sloops *Summer Cloud*, *Ocean Nomad* and the *Petite*



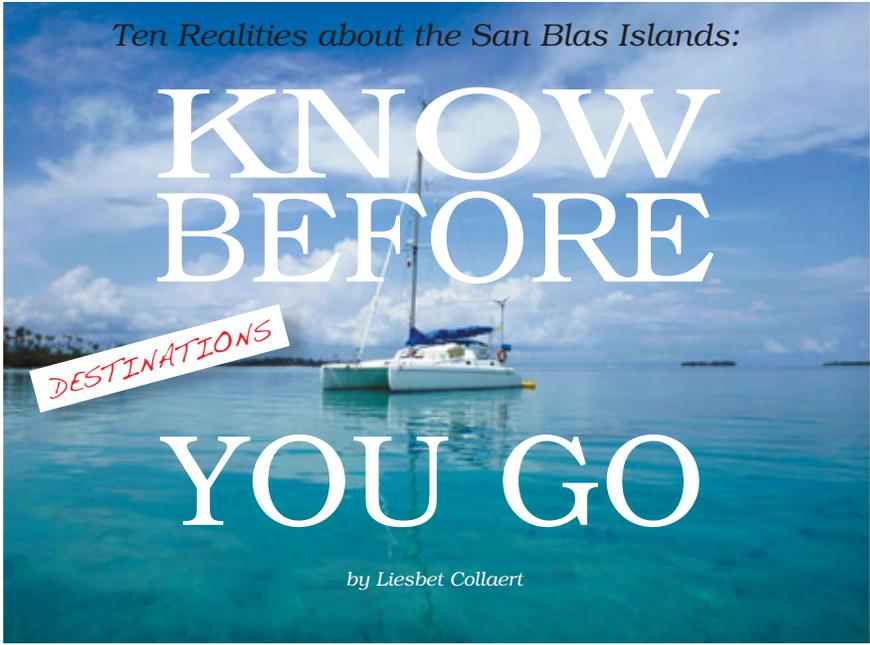
Martinique-built *Savvy* battled it out for a sprint — at about a knot and a half — all the way to the finish. That evening a prizegiving ceremony was held to honour the attendees with live music supplied by the high-energy Rocking Mangoes.

The results:

Overall Winner: *Ocean Nomad*  
Queen of the Fleet: *Scaramouche*  
Most Competitive Sloop: *Summer Cloud*  
Fastest Schooner in Light Airs: *Alexander Hamilton*  
Sailed Farthest to Attend: *Savvy*  
Best-Kept Vessel of the Fleet: *Tradition*  
Most Kids Onboard: *Genesis*

On the Monday all crews were invited to lunch at La Plage to enjoy some true St. Barth hospitality and, after a recovery period, we all set out again en famille to discover more overwhelming generosity at Maya's restaurant where Jason treated us to his unlimited Bob Marley repertoire.

Special thanks go to Club Unesco de St. Barth, Port de Gustavia, La Bete a Z'Alles, Free in St. Barth, La Plage, Maya's Restaurant, KOKO Imports, Black Swan Boutique, Le Choisy, and all crews and vessel owners, photographers, musicians, cooks, and Mr. Ollivierre from Bequia who opened the most coconuts and asked to be left behind when *Scaramouche* sailed! We look forward to welcoming you all again next year. For more information visit [www.westindiesregatta.com](http://www.westindiesregatta.com).



Every year more and more cruisers sail westward and stumble across the beauty of the San Blas islands. Therefore, more and more articles about this amazing cruising ground are written and even more adventurers are ready for an attractive change and head that way. By now, most of the *Caribbean Compass* readers know the islands have many attractions, from indigenous culture to idyllic palm-fringed beaches to sparkling waters with incredible snorkeling. But, are they aware of the less attractive characteristics of this part of the world? With this article I would like to point out some other realities about the San Blas islands; things to keep in mind before you go and to see Kuna Yala's "perfect paradise" in perspective.

**Reefs**

They are ever-present from the moment you arrive in the San Blas islands. To navigate them, you need good light (meaning that the sun has to be high enough and behind you; forget about moving around on cloudy days unless you have tracks from previous visits. Night sailing is unheard of) and decent charts, which are none of the electronic ones. The many wrecks scattered throughout the area are evidence of the trickiness of reef navigating. Most cruisers in the San Blas prefer to use Eric Bauhaus' *The Panama Cruising Guide*. (Another good reference book is *The Panama Guide: A Cruising Guide to the Isthmus of Panama* by Nancy and Tom Zydler.) About once a week, an inexperienced or careless captain runs his boat aground on sand or coral. If you travel on clear days, your eyes will guide you to safe sailing and anchoring.

**Weather**

The storms, when they arrive — more often in the spring and summer — are quite something else. Rain fills up tanks and jugs in no time, thunder literally shakes the boat and lightning brightens the whole sky. Cruising boats get hit by lightning fairly frequently. Watching the amazing force of lightning bolts piercing the sky is fun from afar, but when they approach



Top: The author's catamaran, Irie, in the San Blas. When you anchor, make sure you can 'do a clear 360'  
Above: Mola vendors at Chichime

would ever come out again. For weeks on end, it rained daily. But, maybe this is a weird year climate wise? Another thing to mention is the wind direction. Contrary to the Eastern Caribbean, where the tradewinds blow from an easterly direction, the wind in the San Blas can come from any direction, any time. Make sure you can "do a 360" clear of reefs, sand banks and beaches!

**Bugs**

When the winds are light, walking a leeward beach can be a jumpy and short experience. The no-see-ums attack in hordes and you're back in the dinghy almost as soon as you jumped out for your planned activity. When the wind totally stops (believe me when I deny the statement "there is always a breeze on the water"), which happens more than one would expect, even anchored right off the outer reefs, those tiny biting insects make it out to our boats by the hundreds. Their bites feel like needle pricks and if your body reacts to them, red bumps appear and they will itch for days, ruining the looks of your tanned limbs! Mosquito screens don't help: the holes are too big to deter these little buggers. Mosquito coils and insect repellent offer temporary and spotty relief. All you can really do is move the boat as far away from (mangrove) land as possible. At night, the boat has to be closed up and you sweat, sweat, sweat. Luckily, there are "bug free" islands to anchor off and to have a "change of scenery".

within a mile or so, we all hold our breaths and hope for the best — over and over again, with every flash. We count the seconds between sound and light, and are happy to have insurance. Once in a while, it rains for days on end and one wonders how the sky could hold so much water. Inside chores and water-related jobs are done, but other than an abundance of fresh water, these storms don't contain much pleasure.

Surprisingly to us, the number of cloudy days way exceeds the sunny ones and many a time, during the winter and spring, we were doubtful that the sun

**Inconveniences**

Even when you arrive in the San Blas islands with a stocked-up boat and spare parts, you cannot account for everything. Especially during an extended stay in this wonderful area, you will run out of things or have something break that needs replacing.

As far as fresh produce, eggs, gasoline, diesel and other basic staples go, vegetable boats come through popular anchorages and the village of Nargana offers some supplies. Butane can be acquired in the Lemon Cays.

—Continued on next page



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—Continued from previous page

For more serious needs, food wise and equipment wise, a boat trip back to mainland Panama (Portobelo or Colón) is required. Or if you don't mind spending a bunch of money, deliveries can be arranged. You can also make it to Panama City yourself by plane or jeep. There are no cash machines in the islands. Cruisers and locals are willing to help out and trade, sell or give you necessary items when available.

**Cost**

The daily living expenses in the archipelago are relatively low, especially if you come prepared and catch fish once in a while. The main expenses lay in the permits to be here. A cruising permit for Panama costs US\$193 and is valid for a year. Checking into Porvenir, one of the San Blas islands, adds US\$30 for Immigration to that amount (checking into Portobelo on the mainland is basically free), and the fee to spend time in Kuna Yala itself (the territory of the San Blas islands) is US\$24 per month per couple, US\$20 for the boat and another US\$2 per person. Then there are the "zarpes" of US\$14 a piece, which you technically need to move between ports on the mainland and Porvenir. If you go to Colón from the San Blas, having "y puntos intermedios" ("and intermediate points") written on your zarpe allows stops in ports along the way, such as Linton and Portobelo, without paying extra. In addition to these official fees, some of the communities themselves charge cruising boats US\$10 to anchor off their island and roam around freely, or they ask for US\$1 or \$2 per person to set foot on their beach/island. Of course, the choice of where to anchor is yours and there are plenty of wonderful destinations and beautiful anchorages that are free.

**Vendors**

Depending on the anchorage you choose, Kuna vendors come by your boat en masse or infrequently. They sell *molas* (hand-stitched reverse appliqué panels) almost everywhere you go, at all hours of the day. More and more, these visitors ask for favors, like food items, water, candy, clothing, gas and so on. We ignore this behavior or try to trade so as to not turn their culture into one of beggars. Most of the time, there is a healthy synergy between cruisers and the Kuna Indians. When a vegetable boat enters an anchorage, it is encountered with happy smiles and good business. Those vendors can make your day!

**Popularity**

My husband, Mark, and I arrived in the San Blas islands in December 2011 aboard our catamaran, *Irie*. We started on the east side of the chain, in Isla Pino, making our way west at a slow pace. Once we arrived in the middle part, we were amazed at the number of boats. Anchorages such as Coco Bandero, the East and "West" Lemons, and the Holandes Cays (Swimming Pool) teemed with cruising boats. The weekly boat count on the SSB net exceeded 200 for most of the winter season. When you arrive in the more popular areas during this period, you might have to anchor "on the outside", crowd your neighbor or move to another anchorage. On a positive note: there are plenty of pretty anchorages, the distances between them are relatively short and it is always possible to find one with fewer or no people.

**Anchorages**

Another "surprise" to us upon arriving in Kuna Yala was the depth of most anchorages. Never before had we cruised in an area where it is not an exception to drop the hook in 30 feet of depth or more. The water is often pretty, but rarely the turquoise blue we adored in the Bahamas. Based on weather patterns, some anchorages are better than others and the weather is a good reason to move around. Some places are roly or buggy in certain conditions, but perfect in others. While there are anchorages with a nice, sandy bottom, many contain coral heads to be aware of. Even when your boat clears the coral, your anchor chain might not. Be careful! Exploring the different regions is exciting and informative, and — just like everybody else — you will soon find your favorite anchorages, based on depth, solitude, wind or other factors.

**Communication**

The San Blas islands are a relatively remote cruising ground and you have to be able to just go with the flow when you arrive. Don't count on daily communications with friends and family at home, unless you have expensive equipment. Wireless internet (WiFi) is non-existent, the cell phone network is often unreliable and there is only one "internet café", where you can plug your computer into a modem with satellite internet for US\$3 an hour. Most people who want to stay in touch with the on-line world have a cell phone with a local SIM card, a USB dongle to plug into their laptop, and enough credit for their preferred phone network to use the excruciatingly slow 2G service, where possible. Cruisers stand by on VHF channel 72, but the islands are too spread out to cover the whole area. Another way to com-



The author's husband, Mark, welcomes men from the local congreso

municate in the San Blas is by SSB. There is a daily Panama Connection Net at 8:30AM on SSB 8107.

**Communal Isolation**

There is one bar, Elephante Bar, in the Lemon Cays that has a regular happy hour (on Fridays from 1800 to 1900 hours) with cheap drinks and a potluck. Sometimes cruisers organize a potluck on "Barbecue Island" in the Swimming Pool or a communal trash burn elsewhere. Other than these random events, it is hard to meet new people. The San Blas social scene is very different from the one in the Eastern Caribbean. Swimming up to your neighbor's boat might be the best way to make new friends, or the worst way if those people like their privacy. Having sundowners in the cockpit with new or old friends is fun, but one of the main reasons to cruise the San Blas islands is to be "away from it all" and enjoy the boat life in your own little piece of paradise...

Liesbet Collaert is a freelance writer who lives and cruises with her husband, Mark Kilty, on S/V Irie. Visit their website [www.itsirie.com](http://www.itsirie.com).

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# A Cruise Through the South Side of Hispaniola

## Part 2: Les Cayes to Isla Saona

by Frank Virgintino

In Part 1 last month, we visited Ile-à-Vache, an island at the southwest corner of Haiti. It has been a very safe cruising stop in Haiti and should not be missed. (See *Free Cruising Guide to Haiti* at [www.freecruisingguide.com](http://www.freecruisingguide.com).)

### Les Cayes

Just a few miles north of Ile-à-Vache is the town of Les Cayes. It is on the Haitian mainland but has been a safe stop for cruising boats with opportunities to provision and to clear in or out. The problem with Les Cayes is that the harbor will only accommodate boats that draw three feet or less, so you must anchor out front, which is not very difficult but is open to the trades. Sometimes the anchorage can get bouncy, especially in the afternoon, and you should not stay overnight; return to Ile-à-Vache.

Once anchored at Les Cayes, dinghy into the small ferry dock. There is no easy place to leave your dinghy and someone should be left to take care of it. You will land on a



*'A cruise along the south shore of Haiti will bring you back in time and remind you that we should never take what we have for granted'*

long pier that leads directly into town. At the head of the pier is the Immigration office.

Les Cayes is fascinating simply because it is so foreign and so busy. The streets are filled with vendors of every type. Go the bank and get the Haitian gourdes you need. There are street vendors that can change gourdes back to dollars or euros. Then walk around town and purchase some fresh fruit and vegetables. Smile and greet people and they will smile and greet you in almost every case. Have fun bargaining but do not bargain too much as everyone here is working hard to get by.

Consider taking a couple of guides from Ile-à-Vache with you: one to watch the boat at anchor and another to walk with you around Les Cayes to translate if you do not speak French. You will hear most people refer to Les Cayes as "Au Cayes". The former is French and the latter Creole.

Another way to go to Les Cayes is to ask the hotel staff at Port Morgan to take you. They come and go nearly every day to pick up and drop off guests. There are also ferries that carry locals from Ile-à-Vache, which is somewhat like riding in a community bus.

Whenever I am at Ile-à-Vache for a week or more, I use Les Cayes to maintain my provisions and to experience the urban side of Haitian culture. Les Cayes is not the prettiest town but it serves its purpose well.



*'Les Cayes is fascinating simply because it is so foreign and so busy'*

### Jacmel

Between Ile-à-Vache at the southwest end of Haiti and Isla Beata, the little island at the west end of the Dominican Republic, lies the town of Jacmel. Jacmel was the first town in Haiti to invest in tourism and you will see signs of that everywhere. If there is prosperity in Haiti, Jacmel is a good example. It is very easy to enter the harbor and anchor in mud with excellent holding. Beware an old submerged breakwater two-thirds of the way into the harbor on the east side. The big drawback is that you cannot use the harbor if there is a southerly component in the wind as the harbor is open to the south.

Once anchored, dinghy in to the boat ramp which is just northwest of the town dock. Here you can land on the concrete launching ramp. Do not leave your dinghy unattended.

On the main wharf you will find the Immigration office. They charge US\$10 per person to enter. There is no charge to depart. Customs has no interest in you unless you have cargo.

From the town dock to town is a very short walk. The town has a Victorian feel to it and many of the buildings speak loudly of the turn of the 20th century. I have been told that much of the steel structure of the old buildings was brought from France.

The town has very good stores to provision in, as well as art galleries and much to see. It might be a good idea to take a guide from the wharf with you on your walk. The one I use is called Tek-Tek and he is there more often than not. A thousand Haitian gourdes (US\$25) will get you nearly a full day with him. He will take you shopping, carry your bags and basically help you with your tour. He speaks English, French, Creole and a smattering of other languages.

For too many years we have avoided Haiti because of safety concerns. You will find Jacmel very safe and something out of the ordinary to visit. If you are coming from the east to west or vice-versa, and need a midpoint stop, Jacmel is worth your consideration.

*—Continued on next page*



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—Continued from previous page

Whether you visit Haiti or decline depends a great deal on your definition of cruising. If you are looking for adventure off the beaten track with a good record of safety, a cruise along the south shore of Haiti will bring you back in time and remind you that we should never take what we have for granted. I have spent a great deal of time over the years along the Haitian south shore and I still marvel at the capacity and inventiveness of the human spirit.

Haiti is a very African country located in the Caribbean with a strong French colonial patina that is rapidly fading like wall paint in the sun. Visit the south shore now before it loses its charm.



Do not shoot photos of people in Haiti without their permission, as they consider such a breach of etiquette

#### Isla Beata

At the approximate center of the south coast of Hispaniola, in the territorial waters of the Dominican Republic just off Cape Beata (17°35.16N, 71°24.97W), lies Isla Beata. The island has a fishermen's encampment and a Coast Guard station.

The best anchorage is at the northwest corner; it is quite well protected. Coming from the east you can pass through Beata Canal, which has a controlling depth of about eight feet. From the west the anchorage is accessed directly and without any impediment.

Isla Beata is not a "Puerto Habilitado" and thus you cannot clear in or clear out here. I have always found the coast guard willing to allow me to stop, however. Give them a copy of your boat's papers and let them see your passports if they ask. A local fisherman will usually bring the officers out. When they come aboard smile and chat a bit in any language that you are comfortable with. They speak Spanish but many understand English and a small amount of other languages as well. A tip is customary and US\$10 (or a bottle of rum or wine) is the going rate. You should also give the fisherman something (perhaps a small bottle of rum), as he used his gasoline to bring them out and take them back.

The anchorage is probably one of the safest and nicest in the Caribbean. The water is pristine as the Cape stretches almost 40 nautical miles out to sea. There are no cars or noise and the night sky is lit only with stars. The island has many iguanas that roam freely and are protected. You can go to the island and walk the sandy beaches. The fishermen are friendly and most often you can buy fresh fish, conch and lobster. The southern part of the west shore has many rock formations and caves that you can visit by dinghy. Just northeast of the anchorage is the Beata Canal, which can be explored by dinghy as well.

The anchorage of Isla Beata is well situated if you are going west toward Haiti, Jamaica and Cuba. It is also useful if you need to stop and rest while going east toward Puerto Rico and the Lesser Antilles. Isla Beata has no nightclubs, no marinas and no restaurants — only nature at its best. It's a good place to rest and get yourself centered before you continue on, especially if you are going east against the wind and current.

Isla Beata yields an extra dividend. Just 15 miles north-northwest of the island is the Bay of Eagles (Bahia de las Aguilas). It boasts a five-mile white sand beach that

has no homes, no hotels and no roads in. You can anchor there and share the beach with a few fishermen and perhaps some hikers.

Whether you are going east or west along the south coast of Hispaniola, it makes sense to make Isla Beata one of your destinations. The island's strategic position as a jumping-off point to virtually any place in the Caribbean is noteworthy.

#### Barahona

East of Isla Beata is what amounts to an unnamed large bay. On the west side of that bay is the town of Barahona, where one can enter and clear into or out of the Dominican Republic. Barahona makes a good stop. It is a nice town to provision in and, if the wind is too strong as you come east out of Canal Beata, you can bear off on a starboard tack and achieve the anchorage with little effort. Close by is the largest lake and lowest point in the Caribbean and the lowest point on any ocean island: Lago Enriquillo, a national park, is one of only a few saltwater lakes in the world inhabited by crocodiles. Barahona also has an international airport.

#### Salinas and Palmar de Ocoa

Across the "bay" from Barahona is the town of Salinas with its wonderful protected harbor. One can also clear into or out of the Dominican Republic here. The town is quite small but very charming and your anchorage is in front of a hotel restaurant. The vistas from the anchorage are noteworthy.

Just above Salinas, about six nautical miles, is the town of Palmar de Ocoa, a small fisherman's town. Rarely visited, quite safe and very charming, this town's anchorage sits under a backdrop of majestic mountains and is noted for its sunsets.



Isla Beata has many iguanas that roam freely and are protected

#### Salinas to Isla Saona

From Salinas to Boca Chica (Puerto Caucedo), where you can clear in or out, is a long day trip or a brief overnighter. The entrance to the harbor, once studied, is quite simple. Boca Chica, a thriving tourist town, is only seven miles from the main international airport in Santo Domingo.

Provisioning is easy. Aside from the local stores, Santo Domingo, the capital of the Dominican Republic, is only 12 miles west of the harbor. This metropolis of more than four million people has every store that you could ever need and virtually every product that you could ever want. From Price Smart to the Supermercado Nacional, and everything in between, you can provision to your heart's content and your wallet's capacity. Santo Domingo's historic Ciudad Colonial boasts wonderful museums and tours. Inland tours to the highest mountains in the Caribbean are also easy from this harbor.

Continuing east you can make a stop at Casa de Campo with its Altos de Chavon, a re-creation of a medieval European town.

Further east is the national park of Isla Saona, the easternmost part of the DR before you cross to Puerto Rico.

When you make the crossing you are crossing to the south of the sometimes-challenging Mona Passage.

Cruising the Caribbean side of the Greater Antilles makes good sense unless you are a fan of the "thorny path". Fair winds and good sailing!

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THIS CRUISING LIFE

# CRUISING TO NOWHERE

by Oenone Baillie

There was a full moon that night, the first of the year, as we returned, like homing pigeons, to Grenada and the boat. On board *Baraka Lady* thoughts flew north to Carriacou, Union, Bequia, even Martinique. A new season's cruising beckoned once the boat had received some TLC.

The mainsail on, the dinghy launched, we waited a while to raise the jib — we waited weeks for the wind to abate.

The trusty engine failed, its first unkindness in 16 years of use, a holed heat exchanger the hidden culprit. A new part ordered, we settled down to wait. But the deck would not wait, this wettest of dry seasons seeking out leaks that were never known before.

With the judicious use of plastic bags and pegs to protect that all-important alternator we coaxed the engine into reluctant life, to power the planer and the buffer so teak could be lovingly worked to make good those leaks. What a terrible mistake that was. The alternator's covering did not hold and the heat exchanger in its bounty sprayed saltwater far and wide.



*Bruce dancing with Molly at Le Phare Bleu on a Doc Adams '50s Night. Equipment problems can keep you from sailing away, but if you're having fun where you are...*

Lights dimmed, the fridge no longer cooled, the shower pump sucked on empty tanks (we could not motor from our mooring in search of fuel and water). The batteries, overcharged in the absence of a working alternator's regulating influence, vented, grew concave and died.

And so it began. The new part finally arrived, we replaced the heat exchanger which had sprayed the alternator, we replaced the alternator which had fried the batteries, we replaced the batteries, so diminished they were caving in. The lights shone bright and the fridge grew cold. We left our mooring in search of fuel, filled up on water to feed the pump, and returned, replenished, as the moon waxed full a second time.

It was only a matter of days before the lights dimmed yet again, the new batteries sank low and that longed-for charge just would not flow. All was not lost: there was still last year's buy, a portable generator acquired for such a time as this. The cable was too long, or maybe just too thin, but this was fixed in a moment by Captain Bruce. Still there was no charge. The replacement alternator, sold so many years ago as "new", was nothing like. The man in Gouyave pronounced it overused but he was able, nonetheless, to give it life. With much sweat and not a little swearing the renovated alternator was re-installed, a breaking fan belt dealt with by the by.

So now we hope that the voyage might begin at last but no, again the alternator fails. We are left to cruise in spirit only, journeying with friends in mind alone, consoled by the thought that the seas are high and the winds too strong to venture out, the rain squalls militate against a move.

The week has its own rhythm from shopping bus to chicken Thursday at Whisper Cove and Roger's Sunday barbecue, from reggae and blues to '50s rock and roll with Doc, or classical guitar or Barracuda's songs.

And still the wind howls and the sea is up. Still the rain pours between bursts of sun. Boats come and go but many just lay low waiting for that window in the weather. The wind now gusts to storm force and tragedy strikes: a life is lost when a fishing boat overturns. In a separate incident four others, seemingly thrown from the safety of their cockpit, swim to safety on the shore; far off a boat is lost, grounded on a reef. A paradise that masks a hell, the sea, our playground is a vicious beast once roused.

Our third and final full moon approaches; we will be home before Good Friday's moon. From our mooring we have roved the seas in chat with friends, we have sampled punches (fruit and rum), we have read and read and dozed and swum and waited on the weather, watched over by the frigate birds and broad-winged hawk. The Grenada dove still cries its plaintive "oooo", the egret flashes white, the heron lurks dark, slate grey, the faithful turtle keeps its watch and dives.

We have had a good time, a great time, despite it all, sun and colour in between the rain, Scotland's winter out of mind. Above all we have spent time with friends, basked in Grenada's welcoming arms, and we will be back, in nine moons' time, to sail the sea.

*Oenone Baillie and her husband, Bruce, fitted out Baraka Lady, a Classic 45, in Scotland and sailed her across the Atlantic with the ARC in 1998.*

# MUSTIQUE'S NORTHEAST COAST NATURE TRAIL



*Mustique is more than the manicured mansions of the rich and famous. Hiking on the island's dramatic northeast coast is wild and free*

Mustique's northeast coast trail offers delightful coastal hiking along cliffs and through wooded areas. The trail itself takes an hour and a half at a slow pace, but add an hour to get there from the Britannia Bay dinghy dock and back.

Turn left off the dinghy dock and take the shortcut up the hill that starts beside the boutiques. Leave the airport to starboard and take the right turn before the Cotton House hotel, which runs behind L'Ansecoy Bay. This will take you past a large pond and bird sanctuary to the right. After admiring the herons and whimbrels, keep going and stay to the left, avoiding private driveways. Look for a sign on the left that says "Moana" and then turn left on the next driveway,



which is unmarked but is lined by a low stone wall. You may feel a bit as though you are trespassing, but you're okay. A hundred yards or so down, when the view of the sea gets good, there's a "Private" sign. Just before that sign, take the unmarked trail to the right. You've now done the hardest bit of navigation.

Though the trail continues to be unmarked, it's generally very easy to follow.

After traversing a sidehill full of wild cotton plants, the trail heads out to a headland and then back around a small bay, before heading out towards North Point. A jeep trail continues out North Point, but the nature trail, looking rather smaller than the jeep trail, goes to the right. At that point you're in a field dotted with barrel cactuses and you can easily pick the trail up again if you miss it and go a bit too far out towards the point.

Looking out to sea, it's a wild and windswept coast, with crashing waves and rough, beaten-up rocks, a bit at odds with the stately mansions that you see in the other direction.

The steep parts of the trail have steps built in and there is a friendly shaded bench just when you might be ready to stop for a minute or so. Big waves tumble into Rutland Bay and, instead of a beach, the bay is rimmed with a slope of big rounded rocks. A salt pond and a picnic table both are visible from a long distance. Here, you are about at the halfway point and, if you have had enough, a very obvious road will take you back to civilization.

We were delighted to have more mockingbirds,

ground lizards, windswept vegetation, and gorgeous views and continued around to Lime Kiln Bay, about another 40 minutes, where the trail ends at a road. There are many ways back to Britannia Bay and our map will help you choose a route.



Rutland Bay's shore is covered with sea-rounded stones rather than sand

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Classic Acts:

# Racing the Ultimate OPBs

by Steve Manley



Top: Aschanti overtakes a Carriacou sloop

Bottom: These are classy boats, down to the last detail

Standard cruiser expression: "We don't race the house."

But, given the opportunity, some of us are more than happy to race OPBs. Other People's Boats. After all, OP buy them (which coins another initialism, OPWs: Other People's Wallets), prep them, maintain them, fix them, feed and water them, and put them away at the end of a salty day. They even feed and water the crew. What could be wrong with that? What could possibly be better?

But why settle for just any OPB? Why not board the BEST?

And so, once again this year, a veritable flotilla of yachties converged at the Antigua Classic Yacht Regatta. The 25th edition was held April 19th through 24th. Gawking place for the Ultimate OPBs. And, for a few cruisers, the chance to race on them.

One yachtie who's formed a Classic racing habit is Tom Arnold on *Farhaven*. A couple of years ago, he and spouse Leslie joined the Antigua Yacht Club, became Classic volunteers, and began building local friendships. In 2011, he had his first onboard taste in Classic when he was invited to race on the Carriacou sloop *Zemi* by its owner, Eli Fuller. OPB#1. Then, at some point last year, he sailed on *Mary Rose*, a sleek, 65-foot 1926 Herreshoff schooner and met her owner, Gerald Rainer. Gerald invited Tom aboard for this year's Classic. OPB#2. With a modest racing background on Lake Michigan and now some local Antigua racing out of Jolly Harbour, he worked foredeck on *Mary Rose* and also managed the fisherman trim. "A real treat," says Tom. "Exhilarating. It was a beautiful feeling when she got in the groove." Will he be back for more? You bet. "Once you get connected into the Classic community, it's not hard to get a ride."

Bonus: *Mary Rose* won her class with three firsts and a second. Meanwhile, Leslie was seen helping everywhere as a regatta volunteer.

Hunter Sharp on *Arctic Tern* got — correction, earned — his OPB ticket another way. At the smaller but no less exciting end of the Classic community is a healthy fleet of traditional Carriacou sloops (seven this year), plus a Carriacou-built schooner and a Nevis schooner.

Recognizing he had a certain lack of racing experience (none) to offer, Hunter relied instead on his solid boatyard skills. Last year, he volunteered to help get the 42-foot Carriacou sloop *Genesis* ready for the regatta, and with the clock ticking, owner Alexis Andrews accepted his offer. His sanding, painting, and oiling won him a crew slot. This year history repeated itself. "The entire crew (including non-sailors that Alexis takes along to share the day) is there for the experience as much as for the race," says Hunter, who was promoted to foredeck and spinnaker crew for his second Classic. "As is fitting for a traditional work boat, *Genesis* hasn't been specially modified. The spinnaker pole is a cut-off piece of discarded mast that we push out and secure prior to each spinnaker leg."

No OPB for yachtie Susie Standhope. She races her own classic yacht, the Spirit 56 sloop *Spirited Lady of Fowey*, brightening the course with its bubblegum-pink spinnaker. This year, Susie's Classic crew included Håkan Börjesson (on *Unicorn*) and Rob Tischbin (on *Miclo III*), who both already knew her from cruising the Eastern Caribbean. Both have formidable race experience — Rob, in major offshore races on OPBs; Håkan, representing Sweden in a number of international championships. It's a wonder they didn't have a line-up of OPBs fighting to share them.

"It was special to be in the same regatta as sailing legend Dennis Connor (who was onboard *Mariella*), and the big ones like *Elena*, *Eilean*, *Rebecca*, *Firefly* and others were breathtaking," Håkan says. "But what really surprised me was how well the Carriacou yachts sailed. Two and a half years ago I helped with launching *Zemi* down in Windward, Carriacou. It was fun to see her racing."

"It was the high point of our sailing season, and my wife, Ellen, loved the volunteering," adds Rob. "We will definitely be back next year."

Of course, you can merely come and watch. Before the race days, stroll the Concours d'Elegance and ogle the OPBs. Last year, I reported that the slick on the docks could have been either drizzle or drool. This year the sun shone. It was drool. This regatta isn't just about racing, it is all about aesthetics. Race hard. But look very, very good.

—Continued on next page



ALL PHOTOS: STEVE MANLEY

—Continued from previous page

Last year's belle was undoubtedly *Elena*, the 136-foot replica of the famous 1909 Herreshoff schooner, and she was back and possibly even more stunning. But this year she had serious competition in the most-photogenic-yacht department. Pristine to the last detail in all her 72 feet was this year's most promoted yacht, *Eilean*, a 1936 William Fife III ketch rescued in 2006 from the mangroves of Antigua, carried to Italy and lovingly (read: spare no expense) restored (and owned) by the regatta's main sponsor, watchmaker Panerai. Hats off.

Also no slouch was *Tuiga*, another Fife design (William must have had the corner on taste back then), built for a Spanish duke in 1909 so he could race against his buddy, the king. A 15-metre gaff cutter, she's 94 feet LOA, 74 feet on deck — and eye candy for every photographer's lens. Now she's owned by the Yacht Club de Monaco and this was her first time sailing this side of the Atlantic. *Tuiga* handily won the Elegance Prize, and placed second overall in the racing behind *Mariella*, a 1938 Bermudian yawl owned by Antigua entrepreneur Carlo Falcone. (See previous page, re: Dennis Connor.)

And in this corner, at a mere 52 feet, almost hidden among the opulence but still immaculate, was the storied, Olin Stephens-designed yawl *Dorada*.

When the racing begins, join the clusters of spectators gathered with drinks and binoculars on the once-fortified cliffs between Falmouth and English Harbours for a view over the start (and finish) line, and a stunning overview of the course. Pretty painted Carriacou sloops weave between the big schooners and ketches, careful to avoid the really big guys, like 203-foot schooner *Athos* with her 201-foot spar. (Try rounding a mark with this puppy barking up your transom.)

Due to a scheduling conflict with an Olympic-year sailing event in Europe the towering J-boats, *Ranger* and *Velscheda*, were notable by their absence. But the result was a crowd-pleasing, regatta-long duel between *Firefly* — a new, impossibly close-winded,

Top: The Antigua Classic Yacht Regatta is all about racing hard and looking good

Middle: Cruiser Hunter Sharp worked his way to a crew slot on the OPB Carriacou sloop Genesis

Bottom: Generations of classics; the 1936 Eilean and the 1953 Henri Dervin design St. Briac

aluminum 115-foot F-class racer with classic J-boat lines above-the-water — and the stunning, 140-foot locally sailed Frers ketch *Rebecca*; *Rebecca* took three of the four races.

Post-race, you're press-ganged into participation. Rub shoulders with the OP at sponsor Panerai's sunset cocktail hour/race rehash. Then move on to the party du jour. Save your tickets from the innumerable Mount Gay Red Hat parties — your reward (as if you needed one) for sipping their rum — and trade them in later for a coveted Red Hat. (You see a cruiser in a Mount Gay Classic Yacht Regatta Red Hat, chances are he's either raced in Classic — the other way to score a cap — or imbibed heavily.)

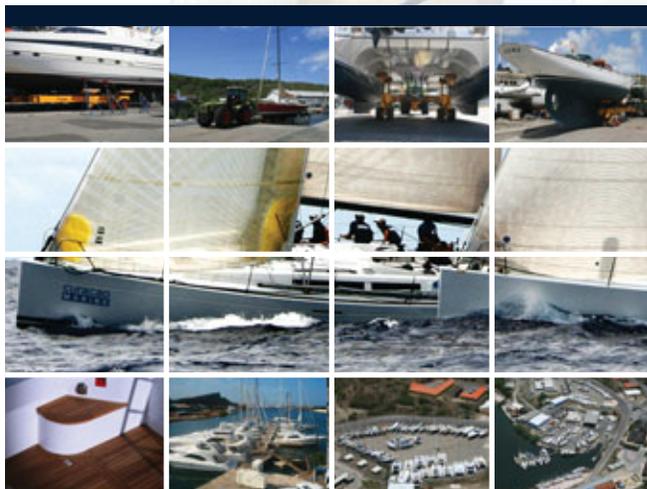
Me? I rode four Ultimate OPBs: In the single-handed race, *Charm III*, a 50-foot 1923 John Alden schooner; *Cruineag III*, a 64-foot ketch, built in Scotland in 1935 just down the road from the Fife yard (the crew shirts read "Live fast, sail slow"); *Aschanti IV*, an impeccable, statuesque 105-foot schooner built in 1953; and my dream boat, *Kate*, a 60-foot 1908-designed, gaff-rigged Twelve Metre built by her owner, Philip Walwyn, in St. Kitts, and launched in 2006. (A couple of years ago, her long boom was shortened and a mizzenmast added to turn her into a more manageable yawl.)

The OP were charming, gracious and entirely tolerant of a boat BUM (Ballast, Unpredictably Moving). I wasn't crewing, I was shooting. And I have the salt-encrusted Nikon to prove it.

Finally, the last day of racing: I rocked and rolled on the press boat, getting close to the action to shoot OPBs, as they roared around the marks in the windiest, wildest race of the series. The spray was everywhere and even the air gleamed as the varnish flew by. It was heaven.



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—Continued from page 14

... 'The Best on Either Side of the Atlantic'

Some thought that that would be the end of *Charm's* racing, but luckily neither the roller-furling gear nor the foil was damaged. As soon as she got alongside the dock the ship's crew started cleaning up the mess, the boys from Woodstock arrived, everyone burned the midnight oil, and the next day *Charm* was out racing with a new bowsprit that even had one coat of varnish on it! This exemplifies the spirit of the regatta.

It was a wonderful regatta with a wonderful collection of boats, the largest the schooner *Athos* — 183 feet long (on deck, not sparred length). The smallest boat was the 24-foot Piper one-design *Springtide*.

The boats that I think had the most fun were the seven Carriacou sloops that, with the two West Indian-built schooners, took over the northeast corner of Antigua Yacht Club marina. I do not know who won their class and I do not think anyone cared. They were having a hell of a good time.



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Above: While Don Street, at age 81, joined the afterguard aboard *Eilean*, his son Mark, 32, was on the foredeck

Below: With different-sized boats with different turning circles, mark roundings are interesting

I raced aboard *Eilean*, the 72-foot Fife that was once slowly falling apart in the mangroves and has now been magnificently restored by Mr. Bonati of the event's sponsoring watchmaker, Panerai. She was definitely the belle of the ball! She may not have been the fastest on the race course, but all will say she was certainly one of the most beautiful. The party thrown by Panerai after the last race to celebrate *Eilean's* resurrection was possibly the best and most spectacular ever thrown in Nelson's Dockyard. The whole Copper and Lumber Store was taken over, plus the entire lawn to the seawall, free champagne and drinks for all, a band blasting away, a carpet laid on the dock and *Eilean* open for inspection above and below decks.

Two other boats I admired greatly were *Saudade*, a 54-foot Kim Holman-designed, Berthon-built yawl, and *Saphaetra*, a 51-foot Aage Nielsen-designed, Paul Luke-



built yawl. These were true ocean racers built in the early 1960s — the days before live-ballast "rail meat", when the off watch went below to be fed a solid meal served on a gimbaled table and went into their bunks!

Also *Saphaetra* and *Dorada* were the only boats that had proper dorade vents that brought in air and no water. On a modern boat, the so-called "dorades" in heavy weather are nothing but water scoops. *Dorada* herself has been so magnificently restored that she looks like she just came out of her builder's yard a few weeks ago. She was impeccably crewed by a veritable brain trust of top sailors.

I spent my time not only admiring boats but also admiring their performances. The 72-foot *Stormvogel* took off from the starting line like a rocket launch, leaving larger boats like the beautiful 79-foot Mylne-designed, Fife-built yawl *Mariella*, in her wake. The 67-foot Robert Clark-designed ketch *Lone Fox*, winner of a Panerai watch for best overall corrected time, was also left in the dust by *Stormvogel*.

Another most spectacular boat was the magnificent 136-foot schooner *Elena of London*, a 2009 replica of the boat that won the 1928 race to Spain and burnt up the European racing circuit for the next few years. As she stormed by *Eilean*, I realized why she is described as a "schooner on steroids".

One of the great mysteries of the Classic Regatta is the mast on *Mary Rose*, the 65-foot schooner designed and built by Herreshoff in 1926. Her mast is so tall and slender one wonders how it stands up. Talking to one of the crew at the prizegiving he said, "It bends like a snake, shakes and shimmies like a belly dancer, and we don't look up when it blows!" It is one of the engineering marvels of the past century.

I urge all sailors to come to Antigua in April 2013. If you do not have a boat to enter the regatta you can have a wonderful time spectating and admiring the boats or, if you want to sail, just walk the dock and see what boats can use an extra hand.

See related story on page 24.

For full results visit [www.antiguaclassics.com](http://www.antiguaclassics.com).

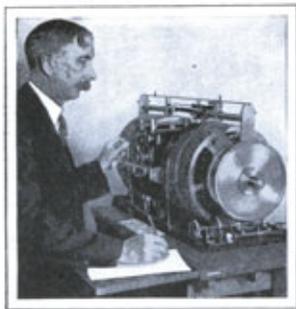


## Selected On-Line Weather Sources

"Red sky at night..." When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of sailors' attention.

According to Wikipedia, it was not until the invention of the electric telegraph in 1835 that the modern age of weather forecasting began. Before this time, it was not widely practicable to transport information about the current state of the weather any faster than a steam train (and the train also was a very new technology at that time). By the late 1840s, the telegraph allowed reports of weather conditions from a wide area to be received almost instantaneously, allowing forecasts to be made from knowledge of weather conditions farther upwind... In the United States, the first public radio forecasts were made in 1925 on WEEI, the Edison Electric Illuminating station in Boston. Television forecasts followed in Cincinnati in 1940 or 1947 on the DuMont Television Network. The Weather Channel is a 24-hour cable network that began broadcasting in 1982, and sailors have been known to cluster around Caribbean beach-bar TVs during hurricane season.

### Long Distance Weather Forecasts Now Made By Machine



COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

An article from Modern Mechanics magazine, 1932

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

The technology used to disseminate weather forecasts is continually evolving. Although it's been a very long time since people tried seriously to predict the weather by examining onion skins or seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to good old WWV radio for marine storm warnings (Atlantic high seas warnings are still broadcast by WWV at eight and nine minutes after the hour on 2.5, 5, 10, 15 and 20 Mhz), because they no longer need WWV's "time ticks" to ensure the timing accuracy of sextant sights. The use of once-popular weatherfax has to a great extent been replaced by GRIB (GRIdded Binary) files.

Today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended.

#### Caribbean National and Island Weather Websites

- Barbados Weather Radar: [www.barbadosweather.org/barbados-weather-radar.php](http://www.barbadosweather.org/barbados-weather-radar.php)
- Cuba Met Institute: [www.met.inf.cu](http://www.met.inf.cu) (in Spanish)
- Curaçao Met Department: [www.meteo.an](http://www.meteo.an)
- Dominican Republic Met Office: [www.onamet.gov.do](http://www.onamet.gov.do) (in Spanish)
- French West Indies Weather: <http://outremer.meteofrance.com> (in French)
- SXM Cyclone/St. Martin: [www.sxmcyclone.com](http://www.sxmcyclone.com) (in French)
- US National Weather Service (for USVI and Puerto Rico): [www.srh.noaa.gov/sju](http://www.srh.noaa.gov/sju)

#### International/General Weather Websites

- Desperate Sailors: [https://www.desperatesailors.com/page/weather/carib\\_sxm/](https://www.desperatesailors.com/page/weather/carib_sxm/)
- NOAA's Environmental Visualization Laboratory: [www.nv1.noaa.gov](http://www.nv1.noaa.gov) (great satellite images, animations and more visual storm stuff)
- PassageWeather: <http://passageweather.com> (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing)
- Weather Underground: [www.wunderground.com/tropical](http://www.wunderground.com/tropical)

#### Commercial Marine Weather Service Websites

- Buoyweather: [www.buoyweather.com](http://www.buoyweather.com) (supplies free two-day forecasts in addition to paid-for custom forecasts)
- Chris Parker's Marine Weather center: [www.mwxc.com](http://www.mwxc.com) (paid-for custom forecasts)
- Crown Weather Services: [www.crownweather.com](http://www.crownweather.com) (provides a good Tropical Weather page in addition to paid-for custom forecasts)
- Storm Pulse: [www.stormpulse.com](http://www.stormpulse.com) (no longer free as of April 2012)

#### Hurricane Information Websites

- Caribbean Hurricane Network: [www.stormcarib.com](http://www.stormcarib.com)
- US National Hurricane Center: [www.nhc.noaa.gov](http://www.nhc.noaa.gov)

In addition, weather forecasts, radar and interactive weather maps are available at <http://ibiseye.com>, and surf forecasts (great for those "ifly" anchorages) are provided at <http://magicseaweed.com>.

Finally, this site includes a comprehensive list of other Caribbean weather sources: [www.tropicalwx.com](http://www.tropicalwx.com).

Happy weather windows!

## FREE CRUISING GUIDES



Dominican Republic Cruising Guide

### DOMINICAN REPUBLIC CRUISING GUIDE



Haiti Cruising Guide

### HAITI CRUISING GUIDE



Jamaica Cruising Guide

### JAMAICA CRUISING GUIDE



Trinidad Cruising Guide

### TRINIDAD CRUISING GUIDE



Cayman Islands Cruising Guide

### CAYMAN ISLANDS CRUISING GUIDE



Puerto Rico Cruising Guide

### PUERTO RICO CRUISING GUIDE

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

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## Read in Next Month's *Compass*:

Voyaging in the Summer Trades  
Marine Tourism Conference in Cuba

Surviving a Dinghy Flip

... much and more!

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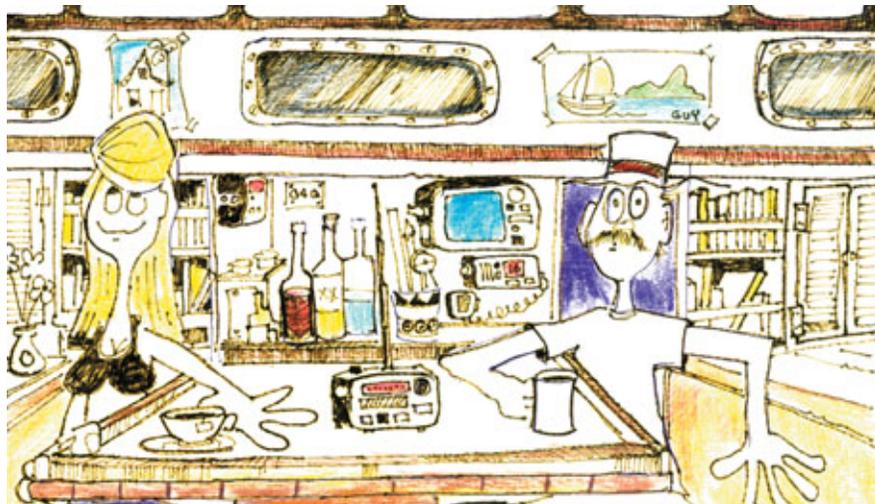
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## SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 1)
1100	0700	Caribbean Maritime Mobile Net	7250	Voice	LSB/ham
1100	0700	Bahamas Weather Net	4003	Voice	USB
1110	0710	Puerto Rico/VI Weather Net	3930	Voice	LSB/ham
1120	0720	C6AGG Carolyn Wardle Weather Net	3696	Voice	LSB/ham
1130	0730	Caribbean Weather (Chris)	4045	Voice	USB (Note 1)
1200	0800	Coconut Telegraph	4060	Voice	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 1)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 1)
1400	1000	Caribbean Weather (Chris)	6221	Voice	USB (Note 1)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net	7086	Voice	LSB/ham (Note 2)
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0330	2330	Offshore Forecast	A	Voice	USB

Frequencies (in kHz):

- A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.  
 Caribbean Sea approximately 25 minutes later.  
 NMG, New Orleans, 4316, 8502, 12788.  
 Caribbean Sea approximately 25 minutes later.
- B) 4316, 8502, 12788, 17144.5
- C) 4369, 8788, 13110, 17362, 22804.  
 Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

**Note 1:** Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit [www.caribwx.com/ssb.html](http://www.caribwx.com/ssb.html)

**Note 2:** This net now operates during hurricane season only

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.
- For cruiser info, check out the Coconut Telegraph at 1200 UTC [0800 AST] at 4060 USB. Also of interest, with weather, security and general info segments, are the Panama Connection Net at 1330 UTC on 8107 and the Northwest Caribbean Net at 1400 UTC on 6209.

### SELECTED CRUISERS' VHF NETS

Nassau, Bahamas	0715	VHF 14	
St. Martin/Maarten	0730	VHF 14	Monday-Saturday
English Harbour	0900	VHF 68/06	Daily
Rodney Bay	0830	VHF 68	Monday-Saturday
Bequia	0800	VHF 68	Daily
Grenada	0730	VHF 68	Monday-Saturday
Chaguaramas	0800	VHF 68	Monday-Sunday
Porlamar	0800	VHF 72	Monday-Saturday
Puerto La Cruz	0745	VHF 72	as available

Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of Compass went to press. With corrections or comments, contact [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com).

# Sharing a Half-Century of Hurricane Wisdom

by Don Street

When it comes to hurricanes, I have had a lot of experience with them, both ashore and afloat!

I remember the 1938 hurricane that devastated Long Island, Connecticut and Rhode Island, and the 1944 hurricane that severely damaged the yachting fleet in Manhasset Bay, including my family's Snipe (Number 3 in a class that now numbers over 100,000).

On *Ondine*, a 53-foot Abeking & Rasmussen yawl, I rode out two hurricanes at anchor in 1954. In 1960, while delivering *Abenaki*, a 58-foot Alden schooner, I discovered a hurricane approaching as we arrived in Morehead City. We headed back up the intercoastal waterway and hid. In 1961, on my own wooden yawl, *Iolaire*, I rode out a hurricane in City Island, New York.

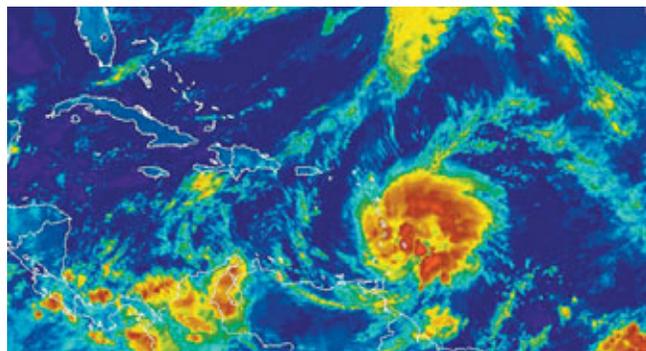
In 1984, *Iolaire* was caught on the north coast of St. Martin by Klaus, a November hurricane that started south of Puerto Rico and headed east. This caught everyone unawares, as it was only the third hurricane in known history to head east in Caribbean latitudes. In surviving Klaus, I kept *Iolaire* off the beach by systematically deploying six of the seven anchors we carried onboard. As the wind veered and the load came on the starboard anchor, the port anchor line would go slack and I would then drop another anchor, and then veer more line on the anchor that was taking the load until the anchor just dropped also picked up the load. I would then secure both lines so *Iolaire* was once again riding on two anchors. Despite the fact that during the hurricane the wind switched through 180 degrees, *Iolaire* was continually riding on two anchors set in a 'Y'. Thank God for seven anchors! (Subsequent to the ravages of Klaus, I was frustrated by the fact that numerous sailing magazines ran horror stories by sailors whose boats ended up on the beach, but no one would publish my article about how I kept my boat off the beach!)

After being caught by Klaus, I obtained a copy of the book *Tropical Cyclones of the North Atlantic Ocean, 1851 - 2006* (download available at [www.nhc.noaa.gov/abouttrackbooks.shtml](http://www.nhc.noaa.gov/abouttrackbooks.shtml)) and started studying the history of hurricanes from 1851 to the present.

I have written about hurricanes in my cruising guides and in many magazines, including the *Compass*. These articles are a result of 55 years of experience in the Caribbean and 48 years of working experience in the insurance business, reading claims reports of hurricane damage. Anyone who is on a boat in the Caribbean during hurricane season or owns a boat that is in the Caribbean during hurricane season

(either laid up ashore or afloat) is well advised to read those articles and then make his or her decisions. Reading all 12 articles will be a real eye opener to any sailor.

I have now assembled the 12 articles listed below on my website, [www.street-iolaire.com](http://www.street-iolaire.com).



Hurricane Tomas

- 'Tis the Season to be Careful (*Caribbean Compass*, July 1997)
- Tracking Hurricanes
- Weather Window, What's That? (*Caribbean Compass*, September 2003)
- Hurricanes: Never Say Always! (*Caribbean Compass*, October 2004)
- Securing for a Hurricane (*Bluewater Sailing*)
- Hurricane Strategies for Those Afloat (*Caribbean Compass*, July 2006)
- You Can Cruise During Hurricane Season (*Caribbean Compass*, June 2009)
- Hurricane Holes (Note: this was written many years ago, but now the Eastern Caribbean is so crowded that I doubt that a secure hurricane hole exists!)
- Hurricanes - Exploding some Myths
- Leaving a Boat Unattended During Hurricane Season
- Reflections on Hugo (Street's 1990 *Cruising Guide to Puerto Rico and the Spanish, US and British Virgin Islands*)
- Reflections on Ivan

## TIME CAPSULE

In this column we share with our current readers some articles from past issues of *Compass*. This correspondence was published in August 2003. It is interesting to reflect on what has changed — and what hasn't — since then.

### LETTER OF THE MONTH

**Open Letter to The Director, United Nations Economic Commission for Latin America and the Caribbean (ECLAC)**  
Dear Sir,

Many of the cruising yachts in the Eastern Caribbean move up and down the islands at least twice a year; they head south for the hurricane season, and then back north for the remainder of the year. During this migration, most limit their travel to daylight trips between the islands.

To accomplish this, we will often stop at an anchorage for the night under a yellow "quarantine" flag, and then at first light proceed on to the next island. I'm not sure what the legal implications are for doing this, i.e., stopping for less than 24 hours without checking in and out, and I suspect that legalities — or at least the interpretation of the law — may vary from island to island. Rightly or wrongly, we have made this type of overnight stop many times with no problem.

However, I would like to suggest that the Eastern Caribbean's ECLAC (the United Nations' Economic Commission for Latin America and the Caribbean) member nations work together to develop a "Yellow Flag Pass". (I understand that ECLAC is primarily a "think tank", but this concept should include all the relevant ECLAC member countries: the Dutch and French territories, as well as the OECS's English-speaking islands.)

A Yellow Flag Pass would be obtained at the ECLAC island where the passage begins, or at the first ECLAC island that a yacht visits. This pass would be valid for 30 days and would give clearance to the yacht and its crew/passengers to anchor for up to 24 hours without requiring further clearance. If the yacht stays for more than 24 hours, normal clearance procedures would apply.

A nominal fee of US\$10 for such a pass seems reasonable to me, and should more than offset the costs involved for administering the Yellow Flag Pass.

Please consider the above suggestion. Perhaps it could be the forerunner for a single check-in or check-out process that would cover all the Eastern Caribbean ECLAC member nations.

**John Pompa**  
S/Y *Second Millennium*

Dear John,

A fellow *Compass* reader, Sue Simons of Bermuda, recently reminded us of an article written by George de Salvo of Bonaire that appeared in *Compass* many years ago. In it, George wrote that the United Nations Convention on the Law of the Sea was signed in December 1982 at Montego Bay, Jamaica, by more than 120 countries. One aspect of this Law of the Sea, he noted, concerns a vessel's "right of innocent passage" through the territorial waters of a country. The law explains that "passage" means navigation through the territorial sea for the purpose of either traversing that sea without entering internal waters, or proceeding to or from internal waters.

Passage is "innocent" as long as it is not prejudicial to the peace, good order or security of the coastal country. Passage must be continuous and expeditious. George wrote, but a vessel may stop and anchor if this is incidental to ordinary navigation, is rendered necessary by force majeure, or is to assist a craft in distress.

George emphasized that passage is **not** considered "innocent" if a vessel conducts any activity not having a direct bearing on passage. In other words, no fishing (even

off the boat), swimming, snorkeling, windsurfing, buying fruit from boat boys or taking a dinghy trip to let your dog poop on the beach. We agree that some authorities might be more relaxed about these matters than others.

We understood from George's article that to comply with the international Convention, a yacht in transit, pausing in the waters of a coastal country and not desiring to check into Customs, must observe the rules, which are basically these: fly your yellow Q (quarantine) flag, stay aboard the boat at all times, don't let anyone else aboard, don't engage in ANY activity not having a direct bearing on passage, and get underway again as soon as possible.

We asked the acting Director of ECLAC, Daniel Blanchard, to comment on your "yellow flag pass" proposal and also on our reply; his letter follows. Please note his advice on the legality of anchoring without clearing Customs!

CC

### Dear Compass,

The proposal made by Mr. Pompa that the ECLAC member nations work together to develop a "Yellow Flag Pass" is very interesting as a long-term goal to stimulate yachting in the (Eastern) Caribbean.

As you are fully aware, however, the insular Caribbean is made up of many separate countries. Even in the Eastern Caribbean, in addition to the independent islands there are many others that are under the jurisdiction of the USA, the Netherlands, France and the United Kingdom. Given the multitude of different jurisdictions it seems unlikely that the countries involved would adopt the proposal in the short term. Likewise, we view the development of a single check-in and check-out process as a desirable but long-term objective. Since fees earned from yachting are an important source of revenue for many islands, this aspect will no doubt play an important role in any negotiation of this type of proposal.

You may be interested to learn that at a recently concluded subregional meeting on the contribution of yachting to the development in the Eastern Caribbean, similar proposals were considered by Government representatives. Participants suggested using a standardized entry form for the Caribbean region together with standardized administration fees, and recognized the need for Immigration and Customs offices to be more accommodating and considerate and limit inconvenience for visitors. At the same time, the issue of the limited resources of the Caribbean states was also raised.

The possible role of ECLAC in the development of a "regional yellow flag convention" was also raised by Mr. Pompa. Traditionally, ECLAC has not been involved in negotiating binding agreements or international conventions, and the ECLAC decision-making process usually takes the form of resolutions adopted at the biennial Session of the Commission. If one of the member countries wished to propose a Resolution calling on member Governments to work towards the establishment of a "yellow flag agreement", this would no doubt receive the careful consideration of other Governments.

We have been advised that anchoring under a "yellow quarantine" flag without clearing Customs and Immigration is likely to be illegal in all jurisdictions as long as it is not rendered necessary by force majeure. However we are aware that this is not an uncommon practice.

Finally, it is our understanding that all independent Eastern Caribbean countries have ratified the Convention on the Law of the Sea as well as France, the United Kingdom, the Netherlands and the USA.

**Daniel S. Blanchard, Director a.i.**  
**ECLAC Subregional Headquarters for the Caribbean**  
**Trinidad**

*Editor's note: We asked both the OECS and ECLAC for updates, but no news was received before this issue of *Compass* went to press.*



## JUNE 2012

### ♈ ARIES (21 Mar - 20 Apr)

Although your love life is in the doldrums during the second week, boat business will be showing some fresh wind in the sails. Don't let indecision and distracting details get in your way. Stay on course and the wind of romance will pick up again during the third week.

### ♉ TAURUS (21 Apr - 21 May)

All sails are full and you are making great headway. The last two weeks will be the perfect time to take care of any loose ends in projects on board. Keep the sails well trimmed and it will be a productive month.

### ♊ GEMINI (22 May - 21 Jun)

Though romance is in the holding tank, your creativity is under full sail. Don't let a slight luffing distract you in weeks two and four.

### ♋ CANCER (22 Jun - 23 Jul)

All boat systems are go for the month. Verbal skills are at their peak and nothing can blow you off the course of having a pleasant time.

### ♌ LEO (24 Jul - 23 Aug)

Your inventiveness will begin picking up speed and communications are clear. All winds are in your favor for July. This is the time to maintain course and clear the decks to be freed up for new projects.

### ♍ VIRGO (24 Aug - 23 Sep)

Venus is in retrograde, which means that your love life is on vacation. This is, however, a good thing, as it frees you up to attend to details on board and start preparations for the hurricane season without distraction.

### ♎ LIBRA (24 Sep - 23 Oct)

Even with Venus taking a breather your creative mind will find ways to make it work for you. Channel that ingenuity into boat business in the last two weeks and you will be richly rewarded in the future.

### ♏ SCORPIO (24 Oct - 22 Nov)

Watch how you treat fellow crewmembers this month. Your temper and pickiness could cause discontent on board. Find a project to immerse yourself in and don't be distracted by petty grievances.

### ♐ SAGITTARIUS (23 Nov - 21 Dec)

Keep your sense of humor on deck and ready to hoist, as you will need it. Humor is Sagittarius's best quality and will serve you well while your love life is in irons. Try to stay focused on what's needed on board.

### ♑ CAPRICORN (22 Dec - 20 Jan)

There may be some discord aboard at this time. You'll have lots of work energy however, especially in the last two weeks, so set sail on a work course and don't let pettiness from others blow you off it.

### ♒ AQUARIUS (21 Jan - 19 Feb)

Keep your eye on the compass in romance and creativity, and your opinions to yourself, and you will make good headway.

### ♓ PISCES (20 Feb - 20 Mar)

Concentrate on your verbal skills to get you through some rough seas in love and special boat projects, and you will sail through to clear skies and calm seas next month.

## From San Blas to Dominican Republic

## Island Poets

The San Blas has been "home" for ages;  
So many adventures we've had,  
To tell you it all would fill pages.  
Let's just say to leave will be sad.

The shy Kuna ladies come rowing  
With molas a-plenty to sell,  
Bright beautiful squares they've been sewing  
Each with its own tale to tell.

The fishermen also come calling;  
There's lobster and crab up for grabs.  
The kreef is so small it's appalling,  
But we never say no to the crabs!

Now a new year has started,  
Our friends have departed,  
We're so sad to see them all leave.  
They're going "Pacific",  
We think it's terrific,  
But we've something else up our sleeve!

We set sail for the Cayman Islands  
Where we feed and swim with the rays.  
We feel their huge wings  
Caressing our skins:  
Truly one of our most memorable days.

From Cayman we sail on to Cuba;  
What reefs to snorkel and scuba!  
There's music and dance,  
Old cars for romance,  
We did it all; had such fun — thank you, Cuba!

We've gone from "hola" to "bonjour",  
Our "barco" is now a "bateau",  
Al's not a "señor", he's now a "monsieur",  
And we think our boat's a chateau!

On doing a long crossing we find,  
As we groan whilst we pitch and we toss,  
That, while Neptune's mood is mostly benign,  
He sure likes to show us who's boss!

Soon there'll be a new port on some distant shore,  
A new bay, a new town, a new place to explore.  
So on these few days, though we're battered and sore,  
There's one thing we know — we'll always want more!

— Marita Whitley



DUNLEY CAMPBELL

# How the Whale Saved the Little Fish

by Lee Kessell

We never think of whales saving fish, that's not in their nature, but the little fish of our story owe their lives to a whale, and here's how it happened.

But to begin with, because this is part of the story, you have to know that there's very beautiful diving on the reefs fringing the shores of the lower Caribbean islands and my favourite diving places are the steep and mysterious drop-offs that descend to ink-blue depths. On the densely populated walls are fishes of all sizes and shapes that feed amongst the colourful sponges, sea fans and soft and hard corals. The fish hide away at night from predators and emerge at first light of day to feed.

Now, the little fish of our story are a group of Damselfish children who decided to go off exploring. They left the shallows at the top of the wall and had the time of their lives poking around amongst the sea fans and sponges on the wall of the drop-off, and it wasn't till lunchtime that the mothers called their children and got no reply. Where could they be? Damselfish never, never leave the safety of the shallow reefs so the mothers thought their children were off in these sandy shallows somewhere with their friends.



Not this group! We know where they were and, like naughty children everywhere, they forgot about time and safety and as the afternoon progressed the poor mothers grew frantic and dashed about in a panic when their children failed to return.

Down on the drop-off, Letty, a Three-Spot Damselfish clad in bright yellow scales, suddenly took fright and cried out to Beau, a Longfin Damselfish with sapphire spots down his sides who was the leader of the group. "Beau, it's late, I'm hungry and I want to go home!" The four remaining members of the group took fright at this sudden outburst and they chorused, "Yes, Beau! Take us home Beau! Take us home!" But before Beau had a chance to catch his breath, a big, dark shadow rushed in upon them. Being so colourful they were all too visible against the rock face but they hid behind a sponge. They waited, trembling with fear, not knowing what the big, dark shape was.

They didn't have long to wait to find out. A huge creature with a great, gaping mouth full of teeth sheared past them and gobbled up whatever fish were hovering about. It was a rogue shark who thought he could catch a snack before his main meal. The Damselfish children screamed with fright and pulled back as far as they could. The monster shark returned and took great bites of sponges and sea fans out of the wall, ate whatever fish it found and spat the rest out. "We're going to be eaten!" they wailed. "Help! Help!" called out Beau in his loudest voice, which wasn't very loud, as you can imagine.

Now it just so happened that a rather young humpback whale named Hubert was a member of a small group of whales migrating north to their winter home, and he was lingering behind the main party, enjoying himself. He, like our little Damselfish friends, was very curious about this lovely blue Caribbean water world and Hubert's huge size and strength meant he was afraid of nothing that could swim so close to shore and certainly not a shark. Well, Hubert heard the vibrations of Beau's call through his sensory organs and he responded immediately. He bent his huge eye down the wall face and saw the shark. He didn't need to see the little fish, they were far too small for him to notice, but the audacity of the shark angered him, so he gave the intruder a nudge to remind him to show respect in waters in which he had no right to be. This nudge bruised a rib or two and in a flash the shark turned tail and was gone.

The Damselfish children never knew what had saved them. The shark was gone and the six Damselfish children swam as fast as they could for home and fell upon their mothers, sobbing out the story of their desperate experience and howling that they would never go exploring again without permission — no, never!

Like the Damselfish of our story, sometimes we never know what unseen friend has saved us from disaster, but saved we are. So let's pause every day and count our blessings.

The End



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## MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2012

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-Lolaire 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.

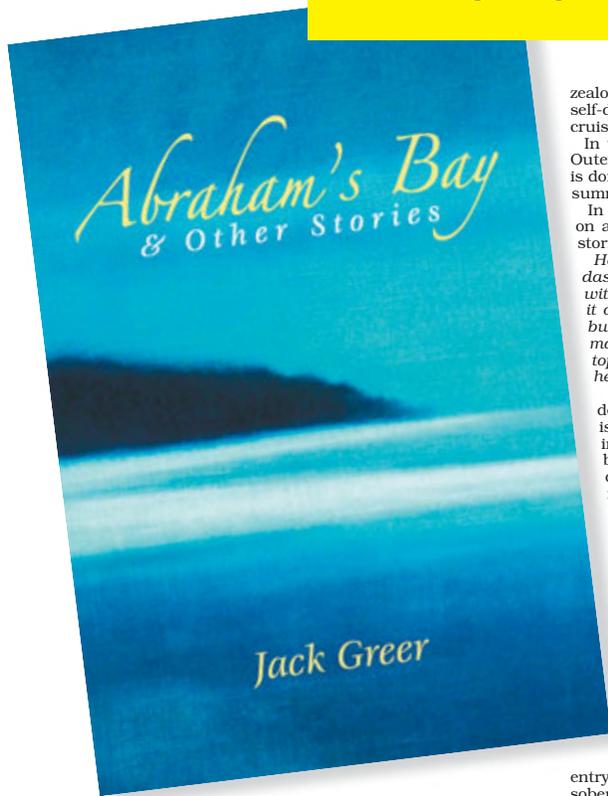
Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs westward. From just after the moon's setting to just after its nadir, the tide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

DATE	TIME	21	1334	11	0555
1	2126	22	1423	12	0639
2	2226	23	1510	13	0725
3	2329	24	1557	14	0812
4	0000 (full)	25	1644	15	0900
5	0039	26	1732	16	0949
6	0135	27	1822	17	1039
7	0233	28	1915	18	1129
8	0328	29	2012	19	1219 (new)
9	0418	30	2111	20	1307
10	0505	<b>July</b>		21	1356
11	0549	1	2213	22	1443
12	0633	2	2316	23	1531
13	0716	3	0000 (full)	24	1620
14	0759	4	0016	25	1711
15	0843	5	0113	26	1805
16	0929	6	0206	27	1902
17	1017	7	0226	28	2001
18	1106	8	0343	29	2101
19	1156 (new)	9	0427	30	2201
20	1245	10	0511	31	2259

## Unvarnished Tales of Aging Heroes



**Abraham's Bay and Other Stories**, by Jack Greer, Dryad Press, ©2009, 236 pages, ISBN 978-1-928755-12-8.

This collection of 12 short stories, beautifully bound in hardback and printed on acid-free paper, does not mince words on the difficulties of cruising life in the Caribbean. The author's heroes are generally aging men and women who have dreamt of cruising and saved up carefully to realize their dream, only to find that, with few exceptions, the dream was an illusion. The usual trials on land and sea raise their ugly heads — gale winds, rough seas, water-filled hulls,

zealous officials, nasty locals — but they are often overshadowed by the heroes' own weaknesses: self-doubts, guilt, incompetence, gullibility, and fear. In other words, this is a book about real cruisers' lives, not a Shangri-La account of island hopping.

In the opening story, 'Starting from Beaufort', an inexperienced couple runs aground on the Outer Banks on their first night at sea. They are horrified and embarrassed, but no real damage is done except to their pride. Thanks to the friendship of another, more savvy sailing couple they summon the courage to set out again, albeit by the Intracoastal Waterway as far as Florida.

In 'At Sea', an experienced delivery skipper, sailing solo, is tested to the limit of his endurance on a hellish crossing of the Gulf Stream when his sturdy Peterson 44 fills with water. As the storm front first hits:

*He argued with himself about what had lured him into these building seas, to make this mad dash across the Florida Straits and above the Great Bahama Bank. Wasn't it, he asked himself with considerable irony, a woman he hardly knew...? As he braced himself against the wheel, it occurred to him that his entire life, his less-than-brilliant career in college, his on-and-off business dealings, some of which he preferred to not recall, not to admit to, had all led to this mad quest. Holding the wheel and staring into the chaotic night, he felt like a traveler who had topped a hill so that he can see at last where he has come and where he is heading. And all he could see was water.*

In the title story, 'Abraham's Bay', a solo-sailing doctor visiting a remote island does a good deed for a local boy and is taken ashore by his fisherman father for a home-cooked feast. He is told that a man named Sylvester will take him back to his yacht, and his search takes him into a tiny rum shop. Sylvester insists they drink rum first and over the course of several bottles Sylvester, an embittered wannabe preacher, becomes belligerent and threatening. The doctor's eventual escape from the rum shop and then the island is a disturbing account of racial and cultural misunderstanding, leavened only by the freedom he has found.

*He was free again, free and alone... He stood for a long while at the stern and watched the island shrink... He was wandering again, belonging to nowhere but his boat. ...He had returned.*

'Leaving for Samana' is a heartbreaking account of a young boy cruising with his father, who is down on his luck and keeps moving every time the boy finds a few friends to hang out with. 'Isabel' is the forgiving wife of a man who carries a past indiscretion with him like a cross. In 'Souvenir's Last Passage' a husband and wife are nearly boarded at night by sea pirates while underway between islands. 'Anchorage' is about a 70-year-old widower with chest pains. None of these stories dwell on the beauty of the islands, rather on their drawbacks and perils, while acknowledging the beauty exists. It is a lure by which the fish are caught.

By far the most harrowing story is 'The Wild Child', an account of a cruising father's love for his beautiful, but foolishly independent, onboard daughter. She falls prey to an evil Central American rum shop gang while celebrating her 20th birthday, but there is a note of redemption at the story's conclusion, which attempts to bring meaning to disaster.

The author's characters are vividly drawn and survival is as difficult as a rich man's entry into heaven. Mr. Greer's universe is somewhat tilted towards danger and decay, but while sobering, these stories contain universal truths that mustn't be ignored by cruisers everywhere. Available from bookstores or at [www.dryadpress.com/AbrahamsBay.htm](http://www.dryadpress.com/AbrahamsBay.htm).

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In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are NOT described in the other popular guides. Do the same and you will have quiet anchorages.

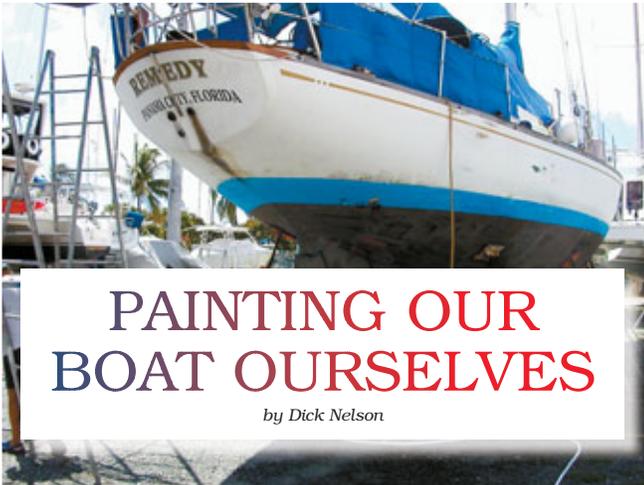
**HURRICANE TIPS!** Visit [www.street-iolaire.com](http://www.street-iolaire.com) for a wealth of information on tracking & securing for a storm

Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact [channelsales@authorsolutions.com](mailto:channelsales@authorsolutions.com)

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# PAINTING OUR BOAT OURSELVES

by Dick Nelson

My wife, Jo, and I have lived aboard our Mason 43, *Remedy*, and cruised the Eastern Caribbean for the past nine years. When we bought *Remedy* 11 years ago she was already 20 years old. Her topcoat was beginning to craze and our surveyor thought that the original gel coat had been put on too thick.

When we first discussed painting the boat ourselves, I knew we could do the prep work, or at least most of it. But painting? We had heard about the "roll and tip" method — painting with a roller and then smoothing the paint with a fine-tipped brush. So, where do you start? Well, Google, of course and maybe a walk around Independent Boatyard in St. Thomas to see a hull that had been rolled and tipped. The Google search turned up a few YouTube videos of rolling and tipping, some produced using Interlux products. After watching them, we began to gain confidence that perhaps we could have a go at doing it ourselves. Our logic went like this: the prep work would be the same whether we hired someone to paint the boat or we painted it ourselves.

We considered a one-part paint, which we thought would be easier to apply. However, it did not make sense to do all that prep work and not use a two-part paint for durability. We went back to the internet to research marine two-part paints. Interlux Perfection sounded do-it-yourself friendly, where other marine two-part paints warned "professional use only". We had used Interlux products in the past and had always been pleased with their technical support.

We needed a boatyard close to St. Thomas as we only had two months before Jo would have to return to her job there at Budget Marine. The boatyard would need to be do-it-yourself and liveaboard-with-two-cats friendly. As we could only guess at the length of time it would take for us to paint the boat, the yard would need to be flexible. We would need scaffolding and, oh yes, fallback painters, and a chandlery on site would be a plus. After a lot of research, Nanny Cay in Tortola, BVI topped our list. I made a quick reconnaissance trip and Keith, the yard manager, convinced us they could fill the bill. He suggested we bring an extra extension cord, as he was not sure where he would put us.

Next step was to research tools for the job. The main prep tool would of course be a sander. The articles we read on the internet suggested we needed a six-inch random orbital sander and the more amperage the better, as speed equated to fewer days on the hard. We also invested in a good respirator. The most important lifestyle equipment was an air conditioner; we had rented window air conditioners in Trinidad and this made living aboard on the hard in a boatyard tolerable. We purchased a small window unit before leaving St. Thomas and had it installed in the hatch.

*Remedy* was originally launched in 1980. We are not sure why the top coat was crazed and thick, but it had to be removed. One thing our research on the sander did not prepare us for is the fact that the hook-and-loop backing pad would need to be replaced after a day or so of sanding — and *Remedy* would need three weeks of sanding to remove the thick top coat. We went through five hook-and-loop backing pads in those three weeks, and could have used more. A trick we learned is that you can extend the life of a backing pad by using spray adhesive — put a light spray on the backing pad and the sandpaper and wait a while before putting the two together.

To remove the old top coat we were using 36- to 60-grit sandpaper. Once we began the fairing process with finer sandpaper the backing pads did not wear out as quickly.

Before sanding we washed the sides of the boat with 'On Off' to remove any grime, so as not to work it into the fiberglass.

We had finished sanding the port side after a week and we were anxious to see results. We filled any imperfections we could see with West System. We purchased 50 throwaway serving containers, which we used to mix a "peanut butter" mixture of West System. We had nine containers when we finished. After the initial sanding it is difficult to see all but the obvious imperfections. Some were dings we had inflicted with the sander. Primer made it much easier to see the imperfections. However, we found filling holes and dings as soon as noticed saved steps in the overall process; that is, spending time looking for and filling anomalies up front paid off.

After filling and sanding the anomalies, we hosed down the side, scrubbing with wet sandpaper. Then we taped off the side and mixed our first can of Interlux 404 two-part primer. We were anxious and wanted to know: Were we doing enough sanding and prep work? Would primer fill the small imperfections? Should we hire a professional?

We were encouraged by the results — there were a few brush strokes, but it looked okay. Our first attempt at roll-and-tip was a success. Then the professional painters in the yard came by with more words of encouragement.

We would sand a little more on the starboard side and spend more time filling holes before priming, but we were on the right track.

For this attempt, we used West System foam rollers and an expensive brush. We also experimented with a sponge brush. We mixed the primer to the instructions with 25 percent brushing thinner and waited a long 20 minutes, which gave us time to wipe the side down with Interlux Fiberglass Solvent Wash 202 before beginning to paint. To our untrained eye the primer was much smoother before tipping, which was confirmed when we began to sand the primer. After the second can of primer, we stopped tipping the primer.

The first coat of primer was followed by a round of filling with a mixture of West System (a two part epoxy resin) and 407 filler, sanding out any brush strokes and

runs in the primer. Although we were happy with the results of the West System foam rollers they were not holding up to the two-part paint. We were using at least two rollers per quart of primer. We experimented with an Arrowworthy Microfiber quarter-inch-nap roller with results at least as good and no problems with it coming apart.

For both the primer and the finish coat, we stirred each part, combined each part, and rinsed the cans out with the recommended amount of thinner (that is, ten percent for paint and 25 percent for primer) to make sure that we had removed all of the product from the can so our mixture would be more accurate. Then we added the thinner, mixed, stirred and waited the required 20 minutes (you can use this time to wipe down the boat, or to have a beer and chill). The pot life even in Tortola's 90-plus degree heat was not a problem.

When we were painting an intermediate coat, a short rain shower caught us. After the shower was over when everything had dried, we continued with the paint in the tray that we were using before the rain with no problems. The section of the paint that was still wet when it rained required more sanding before the last coat.

We also found that tipping with a brush did not work for us. We tried dry brush, wet brush, brush wet with brushing thinner, heavy and light strokes, horizontal and vertical. We tried tipping with the early primer coats and also the first coat of top-coat. We were never satisfied with the result and found we were happier with the results using the roller only.

We applied three coats of primer. For our 43-foot Mason we used about two quarts



*Above: Summertime in the Caribbean is boat maintenance time. How much work should you outsource? I knew we could do the prep work, or at least most of it, ourselves. But painting?*

*Below: The result. 'The experience has given us confidence...'*



of primer per coat, fairing and sanding between coats, for a total of seven quarts. The last coat we did not fair, only a fine wet sanding with 320 sandpaper before we wiped it down with thinner and painted.

The finish paint went further. We used five quarts in total for three coats. I applied the first coat as thinly as possible, as recommended by Interlux. We lightly sanded between coats with 400- and in some cases 320-grit wet sandpaper.

Don't forget the boot stripe! Before we covered the top of the boot stripe with primer, one of the professionals in the yard suggested marking the boot stripe by making dimples with a small drill bit along the top of the boot stripe. The problem here is that some of the dimples get filled in the fairing process. Another technique he suggested was to measure from the bottom of the boot stripe every so often and write down the measurement. There are other techniques for starting from scratch but as we were happy with the boot stripe, these were the "breadcrumbs" we used to reconstruct the boot stripe. Lesson learned is do not lose the waterline in the heat of the fairing and priming battle. It took us a day for taping the waterline, even with the breadcrumbs and the help of an experienced taper who was working on another boat. We spent a day moving tape up and down before we were satisfied.

So that we do not sound like a commercial for Interlux, the boot stripe is Pettit Vivid bottom paint. We started using Vivid for the boot stripe last haulout with good results.

When we launched we headed to our favorite anchorage to begin the recovery process and that is taking as long as the preparation process.

We ran out of time and did not paint the cove stripe on before we launched. It should be a pale metallic gold. We should be able to do that while in the water. We are also considering a tape as an alternative to gold paint for the cove stripe.

One of the reasons we put off painting so long is that we are cruisers and living on the boat year round. We did not want to be enslaved to the finish. Stuff happens when you use a boat! Painting the boat ourselves has given us the confidence that if necessary anytime we haul out we can, in short order, light sand and roll on another coat. When we recover from this experience, we plan to paint the cockpit and coach roof. Maybe it has given us too much confidence!

*Dick and Jo have been cruising the Eastern Caribbean for the past nine years on their Mason 43, Remedy, spending most of the last three years in St Thomas, USVI.*

# How To Take Stunning Underwater Photos Using Inexpensive Point and Shoot Cameras

## Part Two: Documenting with Underwater Photos

by Scott Fratcher

Waterproof cameras that once cost thousands of dollars have been replaced by small modern versions that look and feel just like any other pocket camera. For documenting fishing, water skiing, snorkeling and diving, or even recording an underwater video, these inexpensive cameras are the perfect solution. In this article taken from "How to Take Stunning Underwater Photos Using Inexpensive Point and Shoot Cameras" (Kindle, Nook, Apple) I discuss how to take amazing underwater photos with inexpensive point and shoot waterproof cameras.

### Documenting Boat Maintenance



Taking photos of underwater creatures can be a great hobby, but taking simple photos to document marine maintenance can help your memory and increase profits. Ever rent a bareboat? Take a photo of the bottom, rudder and keel before you accept the boat, and another upon return, thus demonstrating the boat was returned in good order. To keep a clear simple record of underwater maintenance on your own boat, take photos of the prop, zincs, etcetera, with a date stamp. Any notable change in zinc usage will be easy to see.

### Recording Family Fun

A family vacation on the water can be made more fun by taking "on the water"

photos for lasting memories. Strive for something unusual. Try a photo underwater looking up at the group, or catch the family in the middle of a cannonball water splash. Photos taken from water level have a special look that places the viewer in the action.

### Taking Fishing Photos

Ever miss a great fishing photo because you did not want to get your camera soaked? A waterproof camera is the answer. Try for photos that show the fish from a new angle. An action photo of a jumping billfish can be stunning, but a well-focused photo down the jaws of a fish, showing the inside of the gills, can be a once-in-a-lifetime shot. Remember to set the camera to "sport" mode for short shutter speeds to freeze the motion.

### Photographing an Octopus

The highly intelligent octopus is one of the best underwater photographic subjects. A single octopus can produce dozens of colors, while changing shapes in a moment. Octopuses feed in the afternoon, so anytime you're out past noon keep an eye out. Swim slowly around the octopus and keep and watch for color changes. Bright col-



ors, especially blue, are a sure sign he is getting agitated and will soon swim out of sight. If it is a dull color, like brown, or if the octopus is lazily swimming from rock to rock checking for food, the snorkeler can continue taking photos.

### Photographing Coral



Coral is almost always better photographed up close with a fish or two peeking out. Notice the two photos. While both photos have colorful fish, the distance shot on the next page shows the areas of bleak, sandy areas in the background. The close up photo on this page is all bright coral and colorful fish, holding the viewer's attention. Even seasoned divers may find something of interest.

—Continued on next page

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Since the marine park opened, fish have multiplied, turtles have come back, so have conch and lobster. Don't let a few selfish people destroy it!

—Continued from previous page



### Photographing Sharks

Everyone loves to look into the eye of a killer, so position yourself in front of and below the shark, trying to catch the eye and mouth. Notice the two photos. On the



top we see what should be an exiting photograph. Lots of action, ballyhoo fish in perfect focus and sharks hovering in the background, but we're missing the shark's eye and mouth. The photo on the bottom has much less action, but shows the shark's uncompromising eye. Which photo caught your attention?

### Having Trouble Focusing?

Underwater cameras can have a difficult time with precise focus. The reflection of the water, floating bits and movement all hinder the camera. If your camera is not focusing perfectly try taking a photo across a flat area such as a coral wall. Somewhere along the surface of the wall the focus will be perfect. That is "depth of field", or the section of the wall that is in focus. Once back at your computer, check the areas of the photo that have nearly perfect focus and crop them out for use.

### Blurs on the Lens

Having trouble with those blurry spots on the photo? This notorious problem is often nothing more than a bubble that has formed on the camera lens. A quick shake will



dislodge the bubble, but keep checking for new ones. Every splash, every trip to the surface, even swimming through a bubble trail can cause new bubbles to attach.

### Free Software to Edit Underwater Photos

Everyone has his or her favorite editing program. Mine is Picasa by Google. It's simple, fast and free. Start by making and saving a backup of your photo. Then in Picasa click the "Basic Fixes" tab and crop the photo. Next click the "I'm feeling lucky" button.

For more detailed editing try the "Tuning" tab, or the "Effects" tab. In the effects, you might have luck with "Sharpen" and "Warmify." Keep an eye on the histogram window. When working with color balance, a flat histogram tends to mean a good color balance. Gaps in the graph indicate lost information that often shows up as a grainy photo.

Before doing any serious editing to a photo, check focus detail before investing time in color balance. Zoom way in on your subject. Can you see the wrinkles around a person's eyes? The microscopic hairs? If so, the photo might become stunning with a bit of color balance.

### My Favorite Point and Shoot Underwater Camera

After many tests and photo edits I have settled on the Olympus Stylus Tough series. These rugged little cameras come with a variety of features. For boat use, I choose the version with ten-metre diving depth and an SD card port for easy file transfer. I recommend the Olympus Stylus Tough 8010.

*Scott Fratcher of Aphrodite 1 is a marine engineer (commercial with MCA CEC - Engineer OOW Unlimited/Y4) and RYA Yachtmaster (200-ton sail/power/ocean/commercial).*

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- Customs Clearance Office
- Dominica Marine Center** (Portsmouth)



# The Sky in June 2012

by Scott Welty

## The Planets in June

- MERCURY - Setting after the Sun all month in Cancer.
- VENUS - Will begin showing up as a pretty morning star mid-month.
- EARTH - Knows what happened to the dinosaurs but isn't telling.
- MARS - Rising in the early afternoon and setting after midnight. Riding in Leo and moving into Virgo.
- JUPITER - Joins Venus as a morning star.
- SATURN - Rising in the afternoon and setting after midnight. Riding in Virgo.

## Sky Events This Month

- 4th - Full Moon and partial lunar eclipse (but not for us!). Hurry and sail west and get through the Panama Canal for a chance.
- 16th - Crescent Moon, Jupiter, and Venus in the early morning (Figure 1)
- 19th - New Moon



FIGURE 1

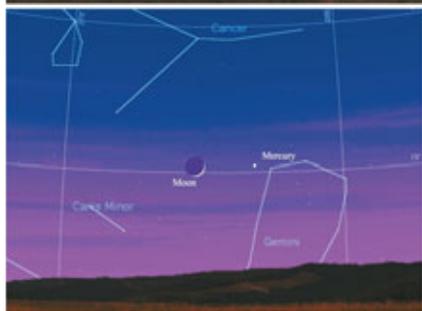


FIGURE 2

- 20th - Summer Solstice (see below)
- 21st - Moon helps you find tiny Mercury (Figure 2)
- 26th - Moon helps you find Mars and Saturn (Figure 3)
- 27th - Mercury at maximum elongation (biggest angle from the Sun), 24 degrees above the western horizon at 1830 hours.

## Summer Solstice

From the Latin *sol* (sun) *sistere* (to stand still). As viewed from the Earth the sun's arc through our sky has a yearly north-south motion. The most northerly arc is taken this year on June 20th. This makes for the greatest amount of daylight for those in the northern hemisphere. Another way to describe this is to ask over what point on the Earth is the Sun directly overhead. On this day the sun is directly over the Tropic of Cancer: 23.5 degrees north. You could stand in the shade of your own sombrero on this day if you were on the Tropic of Cancer. This latitude is called the Tropic of Cancer because when they went about naming things the Sun was within

the constellation Cancer on or about this day. Now, however, the Sun is actually within Taurus. What happened? The Earth's axis wobbles as it spins much like a top. It has wobbled off one entire constellation since the naming of the latitude (and



FIGURE 3



FIGURE 4

the naming of the zodiac signs as well). The sun will also rise and set the farthest north of east and north of west on this day. Look for the sun to rise at about 66 degrees and set at about 294 degrees true.

## Southern Cross

June is a good time to observe the Southern Cross. A favorite among sailors from the north as once you see it, you know you've sailed VERY far south. Coincidentally, you can begin to see the Southern Cross peek up from the southern horizon as you near the Tropic of Cancer. Sailing from America you'd be passing through about Rum Cay in the Bahamas. Of course if you're from some place called "Australia" you can see the cross nearly all the time — it's even on your flag!

It's easy to find the Southern Cross this month. It's as high in the sky as it gets and does so at a reasonable hour. See Figure 4. There are two bright stars to the east — Alpha Centauri (nearest star to the Earth) and Hadar (also called Beta Centauri) — that guide you to the Southern Cross. West of there is another apparent cross called the False Cross. Don't be fooled!

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

I'm fascinated with Stonehenge. It was built in various stages dating back as far as possibly 3000 BC, and I always wonder at the leadership involved. How do you get what must have been hundreds if not thousands of workers to take on such a monstrous building project? Well, it was before unions, but still... Looks like it was a place for burials and other festivities. While the Sun does seem to rise over the heel stone and then line up with the center of Stonehenge on the summer solstice now, it certainly wouldn't have in 2500 BC or so. Due to the slow shifting of our orbit around the Sun the rise point of the Sun in 2500 BC would be around four degrees off from where it rises now. Still, the celebrations at Stonehenge on the solstice continue and I'm all for a good party!

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



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# ENCHANTING CHANA

Where would we Trinidadians be without the main ingredient of "doubles", chana? And cruisers find canned or dried chana a handy, tasty and versatile galley staple. These beans are better known as chickpeas in English, ceci in Italian, or garbanzos in Spanish. The Latin term for chana, *Cicer arietinum*, means 'small ram' referring to this bean's ram's-head shape.

Chana has been grown around the Mediterranean for some 8,000 years. This high-protein legume was probably cultivated first in the Middle East and then traveled with the ancient Egyptians, Greeks, and Romans. In the 1500s Spanish and Portuguese explorers brought this bean to other subtropical regions of the world. We usually see beige chana in Trinidad, but there are black, green, red and brown varieties.

Chana is versatile. It is consumed as a fresh green vegetable or a dried bean. It can be a main course, a snack, a sweet or a condiment. Chana is ground into flour and used to make bread.

One cup of chana provides 260 calories, and is a great source of protein, fiber, manganese, molybdenum, copper, phosphorus and iron. Chana has about the same nutritional value canned or dry. Eating chana as sprouts will increase its food value. Chana provides slow-burning carbohydrates, manganese and iron needed for a long energy supply while its fiber stabilizes your blood sugar. Unlike hard-to-digest meat, chana is low in calories and virtually fat-free. However chana contains purine and individuals with kidney problems or gout may want to avoid these beans. Some research has found that a seven-day diet (one meal a day) of chana cooked with onions and turmeric powder can drastically reduce your overall cholesterol.

Dried chana should be dry and intact — not cracked, and without any insect damage. In an airtight container, chana should keep for a year. Once cooked, it will keep two or three days in the fridge. Like rice, it is best to inspect chana before cooking to remove stones and damaged beans while rinsing them in a strainer.

Chana has a nutty flavor, yet the overall taste is like starchy butter. Chana is used in Middle Eastern, Indian, Spanish, Italian, Greek, Asian and North African cooking. Add chana to penne pasta mixed with olive oil, feta cheese, and fresh oregano for a unique tasty lunch, or just add cooked chana to simple mixed vegetable soup to enhance its taste, texture, and nutrition.

One pound well-cooked chana is about two Cups.

## Hummus

1 pound well-cooked chana  
2 cloves garlic  
1/4 Cup fresh lemon juice  
1/4 Cup water  
1 teaspoon salt  
1/2 Cup sesame tahini spread (optional)  
2 Tablespoons olive oil  
pepper, garlic and spices (e.g. cumin) to taste  
Put everything in a blender or food processor and blend until smooth. Serve as a cocktail snack with sada roti or crackers (biscuits).

## Roasted Chana

1 pound of well-cooked chana  
2 Tablespoons olive oil  
1 teaspoon soy sauce  
spices to taste  
Mix ingredients in a bowl and place on a baking sheet. Bake at 450°F for half an hour or until browned and crunchy. This is a delicious alternative to peanuts.

## Falafel

1 pound of cooked chana  
1 large onion, chopped fine  
1 clove of garlic, minced  
2 Tablespoons chopped parsley  
1 teaspoon coriander

1 teaspoon cumin  
1/2 teaspoon salt  
2 Tablespoons flour  
spices to taste  
oil for frying

Combine all ingredients except oil in a bowl or food processor, mashing the chana. It should become a thick paste, which you form into the size and shape of small pingpong balls, slightly flattened. Fry in two inches of hot oil for a few minutes until golden brown.

## Chana Burgers

1 small onion, chopped  
2 cloves of garlic, minced  
1 Cup diced sweet pepper  
1 medium tomato, chopped  
1 pound of well-cooked chana  
3 bunches of chives, chopped  
1/2 hot pepper (optional)  
1 teaspoon chili powder  
1 teaspoon chopped fresh or dried oregano  
2 Tablespoons olive oil  
1 pound of well-cooked chana  
1 Tablespoon parsley, chopped  
2 Tablespoons chadon bene, chopped  
1/3 Cup breadcrumbs  
2 Tablespoons flour  
salt and spices to taste  
Sauté onions, garlic, peppers, tomato and spices in one Tablespoon of oil, until liquid is gone — about four minutes. In a blender or food processor mix this sautéed mixture with chana, parsley, chadon bene, breadcrumbs and flour. Press resulting mixture into four burger-shaped patties. In the same frying pan heat remaining oil and fry patties about five minutes a side. Pile on the condiments and enjoy!



## Chana Sprouts

Wash chana, soak overnight and then drain the water. Put the chana in a cheesecloth or just a light cotton kitchen towel. Roll it up, place in a cool, sunny spot and don't let it dry out. They should sprout in two to three days. The sprouts can be steamed, stir fried, or eaten raw.

## Algerian Chana

FIRST COMBINE THE FOLLOWING SPICES:

3 Tablespoons ground coriander  
3 Tablespoons paprika  
2 Tablespoons cumin  
1 Tablespoon dried thyme  
2 Tablespoons cayenne pepper  
1 teaspoon cinnamon

OTHER INGREDIENTS:

1 Tablespoon olive oil  
1 medium onion, chopped finely  
2 cloves of garlic, minced  
1 Tablespoon of the above spice mix  
2 pounds well-cooked chana  
1 large ripe tomato, chopped  
2 Tablespoons fresh mint, chopped  
1/4 Cup fresh parsley, chopped  
2 Tablespoons chadon bene, chopped  
salt and extra spices to taste

In a frying pan on medium heat, heat the oil and add onion, garlic, and spice mix. Cook for five minutes. Add chana and cook for another seven minutes. Reduce heat and add tomato, mint, parsley and chadon bene and cook for another five minutes. Serve warm with rice or pasta.

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**Dear Compass,**

It was good to see Adam Flander shake us up a bit about bottom paints in his article 'What's On My Mind: Buying and Applying Harm' in your April edition.

I worked for two decades in the shellfish industry in Europe and have first-hand experience of the long-term harm that TBT causes to shellfish. I agree fully with the information Adam presented and with the sentiments expressed in the article.

The purpose of his article was to inform us of the harm caused by those paints that contain TBT and to discourage their use. Why, though, did he not name the two US manufacturers that continue to make these products for distribution here in the Caribbean?

I see that one of these manufacturers got a good PR boost in the same edition of *Compass* thanks to their sponsorship of an angling event, and that both manufacturers advertise in *Compass*.

If there is an editorial policy not to "name and shame" by means of a "black list", could you please publish a "white list" of manufacturers that do not use TBT in any of their products?

**Mark Norman**  
S/V *En Passant*

**Dear Mark,**

Indeed our policy is not to "name and shame" anyone (whether advertisers or not), and since there are so few manufacturers that make TBT-based paints for sale in the Caribbean, it's pretty easy for environmentally concerned boaters to make their own "white list".

Having said that, we can tell readers that although our advertiser SeaHawk still uses TBT in some products, the company also manufactures TBT-free antifouling such as Islands 77, so you have a choice. A bit of internet research also indicates that among our other advertisers, Jotun phased out organotins years ago, Velox's active ingredient is zinc-based, and Sigma (represented by Performance Paints) has even developed a coating that completely "seals in" old TBT antifouling, thus avoiding the need for their removal. You can Google "(paint name) antifouling active ingredients" to find out what is in paint you are considering using.

You'll also be interested to know that the Caribbean Marine Association (the umbrella organization for the various Caribbean national marine trades groups) has started a campaign to raise awareness about the use of TBT antifouling paints in the Caribbean. As an area that relies heavily on the environment for its tourism industry, the Caribbean needs to be mindful of any harm being done by the use of TBT paints by yachts and other sea-going vessels. We will be covering this campaign as it evolves.

**Dear Caribbean Compass,**

I attach photographs of garbage bags dumped on



and in the hold of two of the derelict boats in the mangroves within the Marine Protection Area in Tyrrel Bay, Carriacou, in April.

Words are unnecessary, as it is obvious that these will soon leak and garbage will be deposited in this beautiful, and designated as protected, area.

I can only assume that they have been dumped there by persons offering to take garbage from yachts anchored in Tyrrel Bay. I would urge yachtsmen not to give their garbage to anyone in Tyrrel Bay but to take it ashore themselves and use the designated garbage bins in Harvey Vale. I suggest that until the situation is resolved, sailors' guides also reflect this.



As the garbage is currently more or less contained in and on the derelict boats, I would request that the SIOBMA management board organize a clean-up before the bags leak, and then to patrol the area to prevent further pollution. I would also welcome an education program so that those who earn a living from providing these services to yachts can still do so, provided that the garbage is disposed of sensibly.

**Yours sincerely,**  
**Concerned Yachtsman**

**Dear Concerned,**

Since your alert, we have been informed that Sandy Island Oyster Bed MPA personnel have removed the bags of garbage from the derelict vessel and that they are patrolling the area.

We repeat your plea: until yacht service providers can ensure proper disposal of yacht-generated garbage, yachtspeople are urged to be responsible for their own rubbish and personally take it to the proper bins ashore.

**Dear Compass Readers,**

A word of summertime advice: When a boat is laid up for a long time during the rainy season it is imperative that a transducer be pulled or, if this is impossible, a seacock deep in the bilge be disconnected and opened.

This is necessary as if this is not done, rain can accumulate in the boat — sometimes to the extent that the owner arrives to re-commission the boat and finds four feet of water inside. I know of at least a dozen cases of this happening.

If the owner does not do the above, I feel the yard should do this job and check that it is done to all boats hauled.

Needless to say, a big notice should be taped to the inside of the companionway hatch noting what has been pulled so it can be re-inserted before launching. Shoal-drafted centerboard boats, powerboats, and others close to the ground should secure wire mesh over the opening on the inside of the boat. This happened to one friend of mine and the rat caused considerable damage to the interior of the boat.

The final danger in long-term lay-ups is termites. Especially if your boat is near the edge of the boatyard, check to see if there are termites in the area. If so, move elsewhere or have an exterminator termite-proof the ground around and under the boat.

At the age of 81 I have heard enough horror stories of flooding, rats and termites in laid-up boats to write a small book.

**Don Street**  
**Gypsy**

**Dear Compass Readers,**  
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Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by e-mail) if clarification is required.

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# Letter of the Month

## Dear Compass,

This morning, Kaya had to come with me to clean the beach. We had a busy day ahead of us, and it was tough, getting through the early hours with all the kiddy squabbles. Finally I took a deep breath as we dropped off Lani at school and zoomed into town to walk the beach. As we were walking up to the spot next to Snagg's that is our spot for the Optis come regatta time, I spotted something in the sand. Quickly calling Kaya, he saw it, exclaimed "oh ho", and picked up a baby leatherback turtle. We watched it, took a photo, and tried to put it in the sea.

The fishermen were holding fish in the seine, so there were plenty of seabirds flying around. I wondered if this little guy had been dropped by a bird; I couldn't figure out how it had got there, in the hot sun, so far back from the sea break. Still, when Kaya put the baby turtle in the water, it became clear to us that it didn't seem to have enough strength to get over the break. And the tide seemed to be pushing in. What do we do now?

Call Dario! Dario is a trip. He runs the Kido Foundation, which I know very little about, except that they do a lot of ecological and conservation stuff, and that I saw a puppet show a couple of years ago, that was fantastic. (It is now on YouTube: [www.youtube.com/watch?v=OFrcc7DQ4w0](http://www.youtube.com/watch?v=OFrcc7DQ4w0).)

Anyhow, not having Dario's number and having to finish cleaning the beach, Kaya went back to ask a friend who was down the beach with his boat, if he knew what to do. By the time I reached back to where Kaya had gone with the baby turtle, Kaya had another man in his company, and Kaya had the turtle resting on a little rock in a container with some water in it. (We now know it needed a container of sand, but it did seem pretty hot, from basking in the sun.) So, looking weak and almost dead,

it rested in Kaya's care. Meanwhile, the fella had gotten himself involved in phoning Dario. It is so cool, that we had someone to phone, as I really did not know what to do with this babe. (Hear the theme to Ghostbusters: "Who you gonna call?" Call Dario!)

It was Miss Connie's 73rd birthday, and she loves animals, and it felt like it would



A simple beach clean-up turned into an exciting turtle rescue for young Kaya



be a terrible story to tell her on her birthday that we had found a baby turtle, but it died.

Soon, Dario arrived, equipped with his blue bucket, his badge around his neck, turtle hat, Kido shirt, full of excitement and non-stop movement and chatter regarding turtles. He had Kaya put the turtle in the bucket with sand, and he asked Kaya to show him where we had found it. After Jay (friend with a boat) and I watched them run up and down the beach, a flurry of activity, returning with a box, they dug around the area, and came up with three more baby turtles. Oh my goodness.

Dario took photos of the turtles with Kaya, and told us he was coming back at 6:00PM to see if any more turtles come climbing out of the sand and starting on their journey to the water.

Dario told us that Kaya had done absolutely the best thing, and that there was no way that turtle would have made it to the sea at that time of the day, and even if it did, the number of birds around limited its chance of survival. Not to mention the turtle had done so much work climbing three feet to the hot surface of the sand. We learned that one in 1,500 make it to adulthood.

After a beautiful day with Miss Connie's birthday lunch, and zooming home to get Lani, and doing our chores, Kaya wondered if we could go back to the beach to see if any more turtles were to come.

I was exhausted and did not want to get back into my car, but how could we miss the opportunity to see more little baby leatherbacks? They were so amazing, goose-bump raising, emotionally astonishing. Turtles have survived hundreds of generations, but may not survive ours.

We went and looked and saw nothing, then at six o'clock along comes Dario, with two research students (two white girls who had sunglass burn lines all over their faces). Dario again is full of excitement and non-stop talking about turtles. He sure knows his turtle stuff! Kaya was down with him digging and asking questions, and they found more, three feet down, in the heavy wet sand these little critters have to push through before they reach the surface to begin their trek to the sea, where if they can get out into the current they have food in their belly for 15 days. Oh, they are so special.

Kaya and Dario pulled out another 13. It looked like one might not make it, and another one had a weird-shaped back, but overall Kaya may have helped 17 turtles live a life.

I like the idea of some turtle down the generations telling his grandchildren of the 11-year-old red boy that rescued him on Hillsborough Beach, Carriacou on June 27th, 2011. Sweet. Or perhaps Kaya will be sailing out to sea, and some turtle will swim up and say, "Hey, I know you..."

Kaya told me as we went to bed that night that he loves his life. I love his life, too.

**Teena Marie  
Carriacou**

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## WHAT'S ON MY MIND

# MY

wife and I are not lifetime sailors. This madness of 24/7/365 on a 38-foot sailboat only infected us as we realized our corporate-culture-driven, morning traffic jam, subdivision-dwelling careers were coming to an end. Somehow, cruising became the "What's next?" in our lives.

Our cruising life is a rich tapestry of experiences and emotions that has far exceeded any expectation we had when we began. Sailing is a major facet of our cruising life. I plead guilty to an addiction to the open sea. Nothing else I've ever done has provided the feeling of complete freedom or provided such a clear perspective of our true place in the pecking order of the universe as has being out of sight of land on the open sea with no safety net save our own meager skills and the strength of the craft we are sailing.

But the depth of the cruising experience comes from the communities and cultures we visit and the people we meet, islanders and cruisers alike. Each place we go, we wander the byways and explore. We eat the local food and make some friends along the way. We try to drink in the unique beauty and culture each new place has to offer. This exploration takes time and diverts our attention from our journey, from our next port of call. Our preoccupation with each new place creates a sort of inertia that must be overcome to get us moving again. That, in turn, impacts our approach to sailing, depending upon circumstances. Perhaps a recent example would be helpful.

In our more than six years of cruising the Eastern Caribbean, we have seldom spent time in Dominica and never in the capital, Roseau. We are island hopping northward to meet our daughter who will be taking a land-based vacation in St. Kitts. We have the time to make the journey without any overnight sails, with a bit of time to spare. As occasionally happens, the weather on our leg from St. Pierre,

## CRUISERS' INERTIA

by John Rowland

Martinique to Dominica was not as forecast, making for a slower and far lumpier ride than anticipated. We approached Roseau in mid-afternoon with questionable prospects of making Portsmouth in daylight so Roseau became the port of the day. Our schedule allowing a day or two, we decided to explore.

Our first contact was with a gregarious boatman named Pancho. He greeted us warmly and helped us with many things: a mooring, checking in, an island tour, laundry. The next day we went on a tour with Mr. Jones. He showed us some of the rugged beauty of Dominica. Like all the Dominicans we met, Mr. Jones appreciates the treasure the island is and works to protect and cherish that treasure. This was clear in every word he said. The Dominicans are very proud of their island and are happy to share it with visitors. The twin waterfalls at Trafalgar were spectacular; the views of the rugged mountains and valleys were breathtaking; the stands of bamboo and giant ferns in the rainforest seemed timeless; and we hardly scratched the surface.



The city of Roseau is delightful. Cobblestone streets lined with gingerbread buildings freshly painted and standing proud. We spent hours wandering and exploring. Everywhere we went the people were helpful and welcoming.

So, a couple of days turned into a week. Inertia. As I write this we are "fixing to think about" slipping the mooring and moving on to Deshaies, Guadeloupe, the next leg of our trip. But we have been seduced by another island. We are reluctant to leave our new friends so quickly and leave such beauty unexplored, but the promise to a daughter will overcome the inertia in this case and we will move on in the morning, with a schedule that is now a bit tighter. Before we make St. Kitts, we'll be in "passage making" mode if we don't get going.

In our cruising life, there are four kinds of sailing:  
1) Passage Making: This is "point A to point B, stay on the rhumb line and don't spare the diesel" mentality. Sometimes we simply need to be somewhere at an appointed time and date.

2) Day Hopping: With islands and bays close enough together in the Eastern Caribbean, many changes of scenery are available sailing in daylight hours. A very pleasant way to get around.

3) Sailing with Guests: We have frequently had the pleasure of taking folks out who are not sailors and are unfamiliar with the sensations of the open water. It's fun to take trips like this, destination being completely secondary.

4) Sailing Just to Sail: There are those perfect days when it just feels great to head out to sea and give the boat her head. What the devil, we'll end up somewhere, right?

We have high regard for Don Street and those of his caliber who have laid the groundwork for our cruising experience. We appreciate those who create the cruising guides that point the way for us. But for us, there are islands to visit, cultures to explore, friendships to nurture and rainbows to chase. If you see us go by with sails in tight and engine engaged, understand that our life calendars have a finite number of pages to be turned until this cruising life becomes a treasured pile of memories.

# CALENDAR

## JUNE

- 3 British Virgin Islands Search and Rescue Fundraiser. [www.swimthesound.com](http://www.swimthesound.com)
- 3 Public holiday in the Bahamas (Labour Day)
- 4 FULL MOON
- 5 World Environment Day
- 7 Public holiday in many places (Corpus Christi)
- 9 Public holiday in the BVI and Anguilla (Sovereign's Birthday)
- 9 - 10 Caribbean Laser Championships, St. Maarten. St. Maarten Yacht Club (SMYC), [www.smyc.com](http://www.smyc.com)
- 9 - 10 Kingfish Tournament, Trinidad. <http://ttgfa.com/events>
- 9 - 10 Les Saintes Regatta. [www.triskellcup.com](http://www.triskellcup.com)
- 9 - 17 Jamaica International Jazz Festival, Ocho Rios. [www.ochoriosjazz.com](http://www.ochoriosjazz.com)
- 16 - 17 Barbados International J/24 Open Championships. [www.sailbarbados.com](http://www.sailbarbados.com)
- 16 - 17 St. Lucia Optimist & Laser Championship. St. Lucia Yacht Club (SLYC), [www.stluciayachtclub.com](http://www.stluciayachtclub.com)
- 16 - 17 Marlow One-Design Championship, St. Maarten. SMYC
- 17 Public holiday in some places (Ascension Day)
- 19 Public holiday in Trinidad & Tobago (Labour Day)
- 20 Summer Solstice
- 21 Fête de la Musique, Marin, Martinique. <http://972.agendaculturel.fr/festival/fete-de-la-musique-le-marin-2012.html>
- 22 - 24 Scotiabank International Optimist Regatta, St. Thomas, USVI. St. Thomas Yacht Club (STYC), [www.styc.net](http://www.styc.net)
- 22 - 24 SSS Offshore Regatta: St. Maarten, Saba, Statia. SMYC, [www.smyc.com](http://www.smyc.com)
- 23 - 24 Quantum IC-24 International Regatta, BVI. Royal BVI Yacht Club (RBVIYC), [www.rbviyc.org](http://www.rbviyc.org)
- 23 - 25 Fishermen's Festival, Charlottetown, Tobago. tel (868) 660-5521
- 28 - 30 St. Kitts Music Festival. [www.stkittsmusicfestival.net](http://www.stkittsmusicfestival.net)
- 29 Fisherman's Birthday. Celebrations in many fishing villages
- 29 - 10 July Vincy Mas (St. Vincent Carnival). [www.carnivalsvg.com](http://www.carnivalsvg.com)

## JULY

- 1 Public holiday in Antigua & Barbuda (Vere Cornwall Bird Sr. Day) and the BVI (Territory Day)
- 1 - 8 Highland Spring HIHO 2011, BVI (windsurf and SUP). <http://go-hiho.com>
- 2 Public holiday in CARICOM countries (CARICOM Day), Curaçao (Flag Day) and Cayman Islands (Constitution Day)
- 3 FULL MOON
- 7 Junior Angler Tournament, Trinidad. <http://ttgfa.com/events>
- 7 - 8 Firecracker 500 Race, BVI. tel (284) 495-4559
- 8 Barbados Cruising Club Regatta. [www.sailbarbados.com](http://www.sailbarbados.com)
- 10 Public holiday in the Bahamas (Independence Day)
- 10 Bequia Fishermen's Day Competition. [www.bequiaatourism.com](http://www.bequiaatourism.com)
- 14 Bastille Day. Celebrations on French Islands
- 14 - 15 KATS Premier's Cup, Tortola (IC-24 youth regatta). [www.katsbvi.com](http://www.katsbvi.com)
- 15 Bastille Day Kingfish Tournament, St. Thomas. Tel (340) 988-0854
- 16 - 1 Aug Tobago Heritage Festival. <http://tobagoheritagefestival.com>
- 18 - 25 Calabash Festival, Montserrat. [www.visitmontserrat.com](http://www.visitmontserrat.com)
- 21 Cruzan Open One Design Regatta, St. Croix, USVI. SCYC, [www.stcroixyc.com](http://www.stcroixyc.com)
- 22 - 29 Tobago Underwater Carnival. [www.tobagounderwatercarnival.com](http://www.tobagounderwatercarnival.com)
- 23 - 24 Quantum IC-24 International Regatta, BVI. RBVIYC, [www.rbviyc.org](http://www.rbviyc.org)
- 26 - 1 Aug Canouan Carnival, Grenadines. [cmclaurean@hotmail.com](mailto:cmclaurean@hotmail.com)
- 26 - 7 Aug Nevis Culturama (Carnival) [www.nevisisland.com](http://www.nevisisland.com)
- 27 - 29 Bonaire Heineken Jazz Festival. [www.bonairejazz.com](http://www.bonairejazz.com)
- 27 - 12 Aug BVI Emancipation Festival. [www.bvitourism.com](http://www.bvitourism.com)
- 28 Guy Eldridge Memorial Trophy Race, BVI. RBVIYC, [www.rbviyc.org](http://www.rbviyc.org)
- 28 - 7 Aug Antigua Carnival. <http://antiguacarnival.com>
- 29 - 6 Aug Carriacou Regatta Festival. [www.carriacouregatta.com](http://www.carriacouregatta.com)
- 30 - 2 Aug BVI Billfish Tournament. [www.beyc.com/index.php/bvi-billfish-tournament.html](http://www.beyc.com/index.php/bvi-billfish-tournament.html)
- TBA Tour des Yoles Rondes, Martinique. [www.tourdesyoles.com](http://www.tourdesyoles.com)
- TBA Emancipation Day Regatta, St. Lucia. SLYC, [www.stluciayachtclub.com](http://www.stluciayachtclub.com)

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

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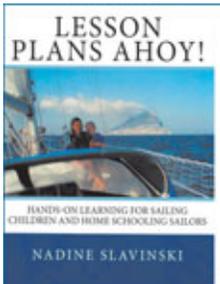
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## Puerto Rican Club Trains Safe and World Class Sailors

by Nanette Eldridge

A full calendar of sailing events is underway this summer at Ponce Yacht & Fishing Club in Ponce on the south coast of Puerto Rico. These include the 2012 ISAF Festival Olympic, PYFC's annual summer sailing camp, and preparation for the Optimist IODA World Championship in July.

The worldwide sailing community is still recovering from several fatal accidents that occurred earlier this year, notably the one off San Francisco, California that claimed the lives of four sailors. In response, PYFC's sailing community in Puerto Rico has focused on sailing safety, which was discussed at a safety program for the Puerto Rican Boy Scouts at PYFC on May 5th. In the seminar, organized by Jorge Gutierrez, emphasis was placed on how fundamentally important it is for all sailors to be aware of the many changes that constantly occur due to the weather. The US Coast Guard is available for emergency calls, but wise sailors take special safety precautions before they sail, which includes checking the weather forecast (including wind and sea state, tides, etcetera) online.

This month, the Ponce Yacht & Fishing Club will host Festival Olympic 2012 on June 2nd and 3rd. It is an annual regatta for PASAF sailing classes organized by Federacion de Vela de Puerto Rico and PYFC members. Festival Olympic consists of four classes and a remarkable gathering of competitive of sailors including the 2010 CAC Games Snipe gold medalist and former USA Snipe National Champion Ernesto Rodriguez, and the gold and silver medalists Frito Lugo and Jorge Santiago. Local sailors include Pan Am Games Hobie 16 gold medalist Fernando Monllor and his brother Alejandro who are participating on RSX windsurfers as a training race for the ISAF Youth World Sailing Championship in Dublin, Ireland, which will take place from July 12th through 25th. The special invitational class is the Optimist Class. The Optis are entering with a strong training program during the summer in preparation for the 2012 Optimist IODA World Championship. As a part of the Opti training, the Puerto Rican team will participate in Scotiabank International Optimist

Regatta in St. Thomas, USVI, from June 18th through 24th. The Opti IODA World Championship will take place at Boca Chico, Dominican Republic from July 15th through 26th.

PYFC's annual Summer Camp continues on after Festival Olympic, taking place from June 1st through 29th. The emphasis is on junior sail training, using Optis and 420s as training boats. The camp combines fun sailing activities, swimming and other outdoor activities, and is always popular with the kids.

PYFC has a full schedule of fun events planned throughout the year and everyone is invited to join the fun.

For details and a complete schedule of events, visit [www.discoverpyfc.com](http://www.discoverpyfc.com).



Alejandro Monllor is heading for the ISAF Youth World Sailing Championship in Ireland next month

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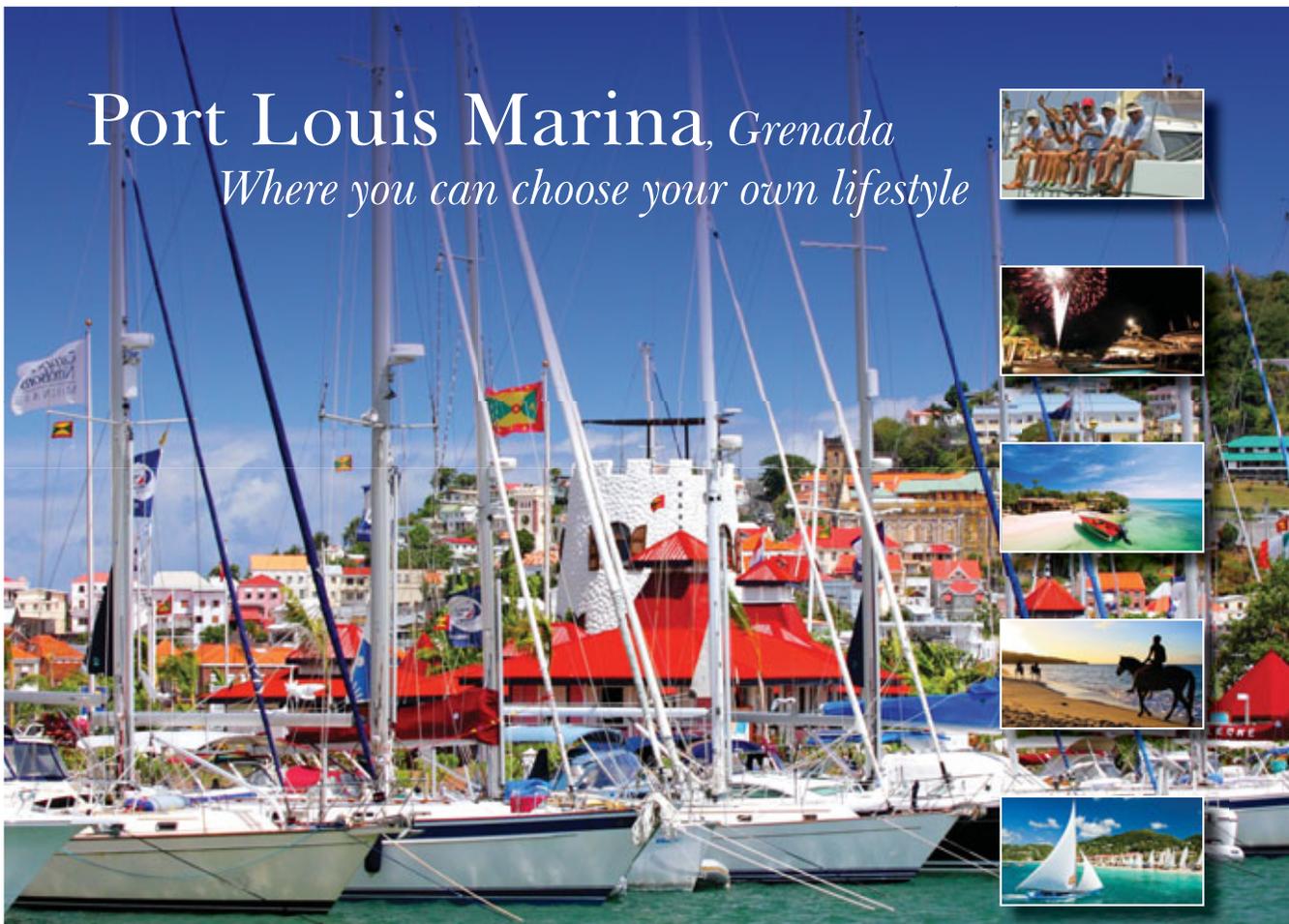
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Not surprising, when there's so much going on during the summer – pageants, parades, carnival and regattas – but also beautiful secluded coves and beaches where you can get away from it all and just relax, on the water or under it.

With that rare combination of world-class facilities and an authentic and unspoilt Caribbean ambiance, Port Louis Marina is the perfect base for a summer of festival, fun or taking it easy. It's your choice.

- › Fresh water and electricity
- › Black and grey water pump out
- › Free broadband Internet
- › 24-hour security
- › Haul-out, technical and maintenance facilities nearby
- › Bar, restaurant and swimming pool on-site
- › Berthing assistance
- › Chandlery and provisioning services
- › Only five miles from the international airport

To add a touch of carnival to your sailing this summer, contact Port Louis Marina on +1 (473) 435 7431 or email [reservations@cnportlouismarina.com](mailto:reservations@cnportlouismarina.com) for a personalised quote.

Size in feet	Daily	Weekly	Monthly	Annual \$/Berth
32	\$0.82	\$0.74	\$0.37	\$4,812
40	\$1.03	\$0.93	\$0.46	\$7,519
50	\$1.13	\$1.02	\$0.50	\$10,339
60	\$1.24	\$1.11	\$0.56	\$13,534
75	\$1.44	\$1.30	\$0.64	\$19,737
80	\$1.75	\$1.58	\$0.79	\$25,565
100	\$1.80	\$1.63	\$0.81	\$32,896
130	\$2.25	\$2.03	\$0.99	\$54,983
150	\$2.40	\$2.16	\$1.05	\$65,700

Rates valid 1st June – 30th November inclusive  
 All rates (other than annual) are US\$/foot/day.  
 Electricity and water are charged for separately.  
 Catamarans are charged at 1.25 times the standard rate.



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## WHAT'S NEW?

### GARMIN GHP 12 AUTOPILOT



Full-featured marine autopilot technology for 20- to 70-ft sailboats, as well as powerboats with solenoid steering systems, cable-actuated steering systems and 3rd party hydraulic pumps. NMEA 2000 compatibility allows you to share autopilot heading data with other devices on your network, including Garmin chart plotters that can provide GPS-enabled route guidance.

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### WAECO PORTABLE ICEMAKER

At home or on the go, take your cold with you! Make up to 33 lbs. of fresh, clean ice every 24-hours. The first batch is yours in under 15-minutes.

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### CHATHAM DECK SHOES

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# Island Water World

keeps you sailing! 

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