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COMPASS

SEPTEMBER 2012 NO. 204

The Caribbean's Monthly Look at Sea & Shore



CARRIACOU REGATTA FESTIVAL 2012

See story on page 14





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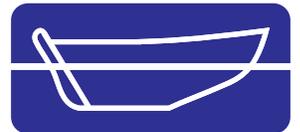
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Cover photo: Since 1965, Carriacou has been the place to race over the long August bank holiday weekend. Photographer Davon Baker was on the 2012 scene



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.

"As soon as we arrived in the islands we began hearing about Caribbean Compass and reading it. We could see right away that there was a sense not only of readership but of community built around the Compass."
— Jack and Bobbie Greer
S/V Moonrise

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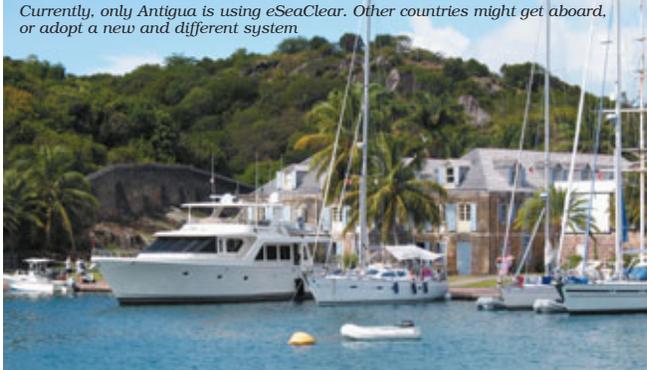
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Info & Updates

ESeaClear Updates

ESeaClear was launched in 2008 by the Caribbean Customs Law Enforcement

Currently, only Antigua is using eSeaClear. Other countries might get aboard, or adopt a new and different system.



CHRIS POTTER

Council to facilitate the clearance of small yachts traveling through the Caribbean. It was a voluntary system of electronic pre-arrival Customs based on a standardized Customs clearance form. The system was adopted in 14 countries including OECS member states, and Dutch and UK Overseas territories.

In the wake of the termination in late June of the agreement between the developer of the eSeaClear and the Caribbean Customs Law Enforcement Council (see last month's *Compass*), it looks as though two different systems — eSeaClear as recently expanded by CEO Bob Potter and his team, and a new system being developed by CCLEC — could soon be in operation in the Caribbean.

"The reports of the death of eSeaClear have been greatly exaggerated," says Bob Potter, "eSeaClear is fully operational in Antigua & Barbuda." He adds that the eSeaClear system has been expanded to now include Immigration and Port Authority, as well as Customs. The eSeaClear website, www.eSeaclear.com, is again up and running, and yachts are registering there. Although Potter says, "We are hopeful that we can work with other countries in the region to come on board in the upcoming months," Antigua & Barbuda is currently the only country using the eSeaClear system.

Meanwhile, CCLEC plans to deploy a new electronic yacht clearance system in the coming months that will facilitate clearance at the different border agencies.

At an International Yachting Seminar held in Martinique in late May (see "Eastern Caribbean Yachting Seminar Held" in the July 2012 issue of *Compass*), a number of key players in the sub-regional yachting industry, including representatives of Customs, Immigration, Navy, Port Authority, the Caribbean Marine Association and the Organisation of Eastern Caribbean States, came together to discuss the clearance requirements and border control processes for pleasure craft. OECS representative Lorraine Nicholas stated that on the OECS agenda was "(to facilitate) adoption of a common policy and approach to the clearance of vessels into and out of OECS sailing waters". The meeting recognized the need for closer collaboration with the private sector and with other border agencies, and recommended the creation of a consultative group under the auspices and coordination of CCLEC to define the terms of reference related to the clearance simplification process.

CCLEC membership comprises Customs administrations from the Caribbean and Latin America as well as Canada, France, the Netherlands, Spain, the UK and the US.

At the CCLEC annual conference in June, Comptrollers of Customs in the region unanimously agreed to discontinue the relationship with Digital Port Control (eSeaClear) and endorsed the CCLEC-led clearance system as the alternative to eSeaClear. It is also understood that CCLEC and the OECS will be collaborating in the implementation of the new system.

We'll keep you posted.

Threat of Fee Increase Alarms USVI Boaters

Proposed fee increases for boaters in the US Virgin Islands — some of up to 700 percent — were the topic of a series of public meetings held in July by the USVI Department of Planning and Natural Resources. Boaters, business owners and concerned residents offered DPNR feedback about the proposed increases. It was widely felt that increases would hurt the territory as boaters would take their business elsewhere.

Mooring fees in the USVI have not increased since 1986. Under the proposal, liveaboard boaters would see the steepest increases in mooring fees, said a July 24th report in the *St. Croix Source*. The *St. Croix Source* reported that boaters currently pay US\$5 a foot to moor their boats for a year. That would rise to \$25 a foot for liveaboard boats 16 to 26 feet long; to \$30 a foot for liveaboard boats 26 to 40 feet long; to \$35 a foot for liveaboard boats 40 to 65 feet long; and to \$40 a foot for liveaboard boats more than 65 feet long. Anchoring fees would also rise.

Boaters have pointed out the proposed fee hikes are despite the lack of any services to the boating community — including dock maintenance, pump-out facilities, security or trash services. One resident stated that if the proposed fee increases were implemented as they are currently written, he'd pay more to moor his boat than he does in property taxes for his house.

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Antigua Barbados BritishVirginIslands Curacao Dominica Grenada Martinique Panama Puerto Rico St.Croix St.Lucia St.Vincent Trinidad andTobago

photo: www.yachtshotstbvi.com

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DPNR Commissioner Alicia Barnes said the proposed fees were “not written in stone.” Any fee changes must ultimately be approved by the USVI Legislature before going into effect.

Meanwhile, also in July, boaters in Coral Bay, St. John, USVI were taken aback by the heavy-handed actions of DPNR officers who reportedly cut mooring lines, demanded pedestrians show identification, and were less than professional in their handling of firearms during a boating regulations enforcement “sweep” (see letter from Catherine Levy in this month’s Readers’ Forum).

According to reports in the *St. John Source*, DPNR Enforcement Director Roberto Tapia said that his officers were involved in a weeklong initiative in Coral Bay to rid the area of illegal moorings and to enforce the law on “many” unregistered vessels in that area. He said this effort was initiated by requests from St. John residents who have registered vessels and legal moorings and by concerned Coral Bay residents who want to see increased enforcement in the bay. Coral Bay resident Thatcher Lord disputed Tapia’s allegation, saying, “Nobody asked for this. We were only looking for help in removing sunken vessels.

As of this writing (late August), an investigation into the incident is ongoing.

Another Yacht Attacked in Honduras

After Michael Feldman reported (in *Compass*, July 2012) the violent armed robbery of himself and his wife aboard the yacht *Southern Star* on June 2nd, between Puerto Cortes and Utila in Honduras, we have learned of another serious incident in that country. On July 30th in Catarasca Lagoon, Cliff Vaughn’s *S/V Amistad* was reportedly boarded by a group of more than a dozen men who took from the singlehanded sailor everything of value — including the yacht itself.

For the full story see www.noonsite.com.

‘Near Miss’ Highlights Boating Safety in Bequia

A public meeting was held on August 13th at the Paget Farm Community Centre in



WILFRIED OLLIVIERRE

Iron Duke (left) and Limbo Dance, back in Bequia after their ‘voyage to nowhere’

Bequia to discuss issues arising from the temporary disappearance of two young sailors who went missing at sea after departing from Bequia southward bound for

Carriacou Regatta in an open sailboat on Friday, August 3rd — as the weather was being affected by the passage of Tropical Storm Ernesto.

Richard Ollivierre (age 18), Warren Hunte (age 31) and others had set out aboard *Limbo Dance*, a 24-foot traditional Bequia double-ender, in company with another traditional Bequia double-ender, *Iron Duke*. Conditions were described as squally and unstable with heavy convection and winds out of the south. Local bulletins warned of seas nearing 12 feet. *Limbo Dance* carried no lifejackets, flares, VHF radio or other safety equipment. A yacht that was expected to accompany these open boats, and perhaps tow *Limbo Dance* and *Iron Duke*, was delayed and the boats continued without it.

After *Limbo Dance* had a problem with its mainsail and *Iron Duke* was unsuccessful in attempting to tow *Limbo Dance*, all of *Limbo Dance*’s crew except Ollivierre and Hunte boarded *Iron Duke*, which returned to Bequia. *Limbo Dance* also turned northward and sailed under jib alone, missing Bequia and reaching as far north as somewhere off the coast of St. Vincent near the town of Barrouaille. Eventually Ollivierre and Hunte headed south again, and were reportedly rescued by the Grenadines’ mailboat, *Barracouda*, on the Saturday evening.

At the meeting, representatives from the St. Vincent & the Grenadines National Emergency Management Organization, the SVG Coast Guard, the Bequia Disaster Preparedness Committee, and the Rainbow Radio League, plus the Deputy Director of Grenadines Affairs, all impressed on those crewmembers of *Limbo Dance* and *Iron Duke* present the level, extent and expense of the search-and-rescue effort that had been made on their behalf by local and regional agencies and individuals, radio operators, vessels and airplanes.

Serious discussions of boating safety, including seamanship training, safety gear, weather awareness, radio procedures, and much more — not forgetting the most important equipment, good judgment and common sense — rounded out the meeting. The next generation of Bequia sailors was encouraged to continue sailing well... and wisely.

Virgintino Offers Free Guide to the Lesser Antilles

A Cruising Guide to the Lesser Antilles, a three-volume work by Frank Virgintino, is now available for download as three free PDFs at www.freecruisingguides.com.

A Cruising Guide to the Lesser Antilles covers the Virgin Islands in Volume I, the Leeward Islands in Volume II, and the Windward Islands in Volume III. The three volumes taken together comprise over 620 pages drawn from the author’s experience of more than 40 years cruising the Lesser Antilles.

Virgintino not only gets readers to their cruising destinations, but also prepares cruisers for what they will find once they’ve dropped the hook. From the likelihood of getting a mooring or a boat repair to an assessment of sociability versus solitude in the different anchorages, to cultural differences great and small, Virgintino tells it like it is from the vantage point of his longtime love for cruising the Caribbean. It is the author’s hope that this guide will enable cruisers to find the hidden treasures that so many overlook even on the beaten track.

For a more in-depth discussion of what is available in the entire Caribbean to cruising sailors, Virgintino’s recent book *A Thinking Man’s Guide to Voyages South: the Many Facets of Caribbean Cruising* offers a comprehensive review. It is available as an ePub at Kindle and other ePub stores.

Visit www.freecruisingguides.com to download all of Virgintino’s books free as PDFs. *A Cruising Guide to the Lesser Antilles* will be available at your favorite ePub bookstore this month.

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Guyana Updates from Doyle

Chris Doyle writes: After my “welcome to Guyana” presentation in Trinidad earlier this year, I posted the an early unedited version of the Guyana part of my new *Trinidad & Tobago plus Barbados and Guyana* guide on my website. I have now

The Baganara Resort anchorage on Guyana’s Essequibo River



updated this with a later, edited version. So anyone thinking of heading south to avoid the ITCZ rains, or looking for a truly unspoiled new cruising ground, should visit www.doyleguides.com/Guyana.htm.

Trinidad Lighthouse to be Renamed

Katy Young reports: Trinidad’s Galera Point Light (10° 50’N, 60° 55’W), also known as Toco Lighthouse, is being renamed the Keshorn Walcott Lighthouse, after the teenage athlete won Olympic gold in the men’s javelin at London 2012.

Walcott, who is from Toco, is only the second non-European to take the javelin crown in a hundred years of the Olympic Games, the last being an American back at the 1952 Helsinki Games. It is also only the second time in the history of the Olympics that Trinidad & Tobago has won a gold medal.

The Galera Point Light, described by the British Admiralty as a “metal framework on white concrete tower, 23m in height”, was first opened in 1897. It has an occulting light with a range of 16 nautical miles (Occ W 10s 43m 16M). It was refurbished in 2011 as a centre for tourism and community activity. The exterior of the lighthouse tower has been restored and the lightkeeper’s building repaired. Visitors will appreciate the safety barriers, outdoor furniture and car park.

Galera Point is the destination for Orisha devotees celebrating the Olukun Festival (Celebration of the Ocean) who, on February 21st every year, start their pilgrimage from Port of Spain. The lighthouse is rumoured to be on the spot where the Arawaks threw themselves into the sea, fleeing from Spanish invaders.

Cruisers’ Site-ings

• Thinking about visiting Saba? Check out the Saba Conservation Foundation’s website at www.sabapark.org. SCF responsibilities include the management of Saba National



PETER WARD

CHRIS DOYLE

Contemplating Saba? Check out the SCF website

Marine Park, the Saba Trail network, and the Saba Trail and Information Centre. The website has information on clearance, moorings and anchorage zones, too.

• The Caribbean Navigator’s Facebook page points out an excellent listing of SSB nets from Dockside Radio www.docksideradio.com/east_coast.htm.

Department of Corrections

The article in last month’s *Compass* titled “Try a Little Dinghy Dock Etiquette” was written by T. Rothbauer.

In last month’s Reader’s Forum, our reply to Norman Sabeeny’s letter noted that, “One suspect was taken in custody”. That suspect was apprehended in relation to a different incident — the burglary of another yacht in Admiralty Bay. See Colin Thomas’s story on page 28.

Jim Richardson *the poet*, please contact sally@caribbeancompass.com. Believe it or not, *Caribbean Compass* has two contributors named James K. Richardson — one is primarily a novelist and one is primarily a poet. We got them confused in last month’s feature on “Summer Reading”: *Sails, Whales and Pirate Tales: A Collection of Poems* was written by Jim the poet, but the contact we gave — jim@thefloating-years.com — is for Jim the novelist.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome aboard new advertiser Maine Cat of the USA, in the Market Place section, pages 42 through 44. Good to have you with us!



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

New Fuel Station at Marina Santa Marta, Colombia

Marina Santa Marta, an IGY destination in Colombia, has announced the opening of its fuel dock station to benefit boaters with high-quality services at good prices. Diesel and gasoline are available, and major credit cards are accepted. The station



has filters of the newest generation that assure fuels free of impurities to improve the lifespan and efficiency of your motors. Call on VHF 16 or 72. For more information on Marina Santa Marta see ad on page 17.

Berman Launches New Bluewater Catamaran

Longtime sailor, owner and founder of The Multihull Company, Phillip Berman, has launched his own line of catamarans aimed at the performance sailing market. Berman has teamed with Kiwi catamaran master designer Roger Hill to partner in the redesign of one of Roger's well-proven hull designs to produce the first in a full range of Balance Catamarans, the Balance 421.

"I am calling it Balance Catamarans because our team of designers, engineers and builders are hard focused on achieving a perfect harmony between comfort at anchor and safety and performance underway," said Berman. "At Balance Catamarans we will not produce charter cats or racing cats but rather bluewater voyagers of uncompromising quality. We know that the demands of the sea have not changed since the days of the early Polynesian catamaran explorers and that ultimately our boats must be designed and built to cope with the worst weather nature can deliver."

Hill and Berman analyzed every aspect of the Hill design, test sailed a prototype in Australia, and then refined the design to achieve the perfect balance between performance and comfort. Then, they turned to a seasoned composite builder they both knew and respected, Lee Xinlang, who manages production for Startown Marine in China and has successfully built over 50 Hill-designed power catamarans at his factory in Juhai, China. The team was rounded out by the addition of Micah Zimmerman who has founded a range of companies in China over the past 17 years, including ArrowCat Marine.

Hill has been drawing boats for more than 34 years, starting out his working life as an architectural draughtsman and then joining the office of Bruce Farr in Auckland. After these initial projects Hill tackled an interesting variety of work including monohulls and catamarans, power and sail, in a variety of composite construction techniques.

"I am certain you will agree that the Balance 421 is the most harmonious and carefully thought out liveaboard voyaging catamaran to come to market in years," said Berman. The Balance 421 will be available early in 2013. A Balance 451 is already in the tooling stage and will be launched in the spring of 2013. Pre-show orders are now being accepted. Please contact The Multihull Company at (215) 508-2704.

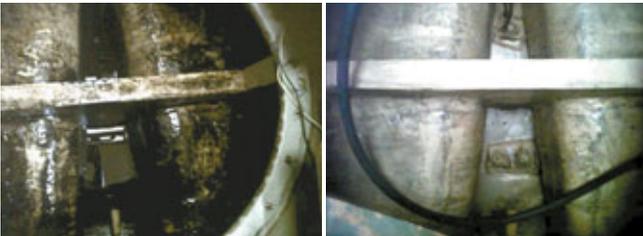
The boats will be marketed and sold exclusively by The Multihull Company, a full-service international yacht brokerage firm.

For more information on The Multihull Company see ad on page 40.

Trinidad Tank & Fuel to the Rescue

Corey Devaux of Sea Spray Cruises, St. Lucia, reports: We take our boats from St. Lucia to Trinidad yearly for maintenance. On a recent trip down we picked up some bad fuel, which meant we were changing filters like crazy and the engine was running rough and hotter than normal.

—Continued on next page



Fuel tanks before degreaser applied (left) and after steam cleaning (right)

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Upon arriving in Chaguaramas, we contacted Trinidad Tank & Fuel for help. The same day we were met at the dock by Andrew Collier of Tank & Fuel. After taking samples of the fuel in the tanks it was clear that we had a lot of water and sediment in the fuel. The following day a crew from Trinidad Tank & Fuel arrived as we were having our first cup of coffee of the day. These guys were very professional and supplied us with fuel samples every hour to show the progress during the course of the day. It was alarming to see the amount of junk they were able to pull out of our tanks and the amount of water that was stripped from the fuel. The project was completed within the same day and thanks to Tank & Fuel, we were still on schedule for our other works and original departure date.

During the same trip, we accidentally punctured one of the fuel tanks while doing some work and fuel was leaking everywhere. It was a Sunday afternoon but we needed some assistance right away. We called on Tank & Fuel again and within the hour a crew was at the boat with pumps and empty drums to transfer the fuel from the leaking tank. The crew then applied a fuel-spill chemical in the bilge for safety before the tank was removed. All the fuel and spill chemical was pumped out of the bilge and wiped clean. They steamed the tank and then gas freed it in anticipation of the welding work. We repaired the tank and the following day a second crew from Tank & Fuel arrived to pressure test and sign over the completion certificate for the tank.

Even when we needed services that they didn't supply, John, Andrew and their crews made it happen. This was a huge relief for me as it is always hard to get things done in a place you are not 100-percent familiar with. From start to finish, the level of service and dedication performed by those guys was first class. Now when I come to Trinidad to get work done on our vessels, they will be one of the first people we will call on. I highly recommend the use of their services and will always look forward to doing business with them in the future!

For more information on Trinidad Tank & Fuel see ad on page 14.

For You at Art Fabrik, Grenada's Batik Boutique

Lilo Nido and Chris Mast write: Not only is *Caribbean Compass* one of the best places for us to place an ad, but also advertisers are given the opportunity to send in some news every month for this Business Briefs section. Each month our question is: "What is the most interesting news to write about?" For us, every day there is something new! Time runs on and we have to figure out how we can make and produce all those thousands of ideas.

This time the message is a big thank you: thanks to the *Compass* team, thanks to all *Compass* readers, sailors and island lovers who have supported us since the first edition. You are our ambassadors: it is your spirit that spreads the news about our business all over sea and land. This is why we are doing what we love to do. Our little team in the orange-painted Art Fabrik house is dedicated to create every day new inspired "arti-things". We are experts in producing quality and unusual designs. Our carefully selected craft and art pieces from international artisans complete our selection of seldom-seen pieces that we have for sale in our "butik" on Young Street, St. George's, Grenada.

Oh, we nearly forgot...

We have something unique for you, just arrived from France. It is the most ancient, natural room (or boat) air freshener with a magic fragrance mixed in a traditional place in France using an old recipe from 1885. The name is "papier d'armenie". We are so proud to offer this little treasure-gift for sale.

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

New Marina Manager for Yacht Haven Grande

IGY Marinas has announced the appointment of a new general marina manager, Gill Wojnowich, for Yacht Haven Grande Marina in St. Thomas, USVI. Wojnowich has been with Yacht Haven Grande Marina since 2010 and was recently promoted to general manager of the marina after having served as the assistant marina general manager. In his tenure at YHG Marina, he has worked closely with management to improve and implement various financial and logistical reports to provide more accurate and valuable information for management use at all levels. In his daily role, Gill oversees several key functions including fuel and utilities management, customer service relations, berth management, marina events coordinating, and vital financial data tracking.

For more information on Yacht Haven Grande Marina visit www.yachthavengrande.com.

Crowley Introduces Less-than-Container-Load Services to Colombia

Crowley Maritime Corporation's logistics group has expanded its services to include Less-than-Container-Load (LCL) ocean and air cargo lifts along with Customs brokerage services to Cartagena, Colombia, from several points including the company's Miami, Florida; San Juan, Puerto Rico; and Colon, Panama distribu-



tion centers. The company's Houston-based freight forwarding and export-packing subsidiary, Jarvis International Freight, will also service the Colombia trade lane from its Gulf Coast location.

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These new offerings will further enhance supply chain options for those shipping directly into the Eastern Caribbean from Colombia and will complement Crowley's existing full-container-load (FCL) ocean services from the US and its shipping and logistics services from Puerto Rico into the Caribbean and Central America.

Transtainer Ltda. has been enlisted as Crowley's local Colombia representative in order to provide customers with a single point of contact for Crowley's LCL and air cargo services to and from Colombia.

"Colombia is the first step in Crowley's expansion of logistics services within South America," said Carlos Rice, vice president, logistics. "There is ample cargo moving among Colombia, Panama, the US and the Caribbean, and we are glad to be entering the market with a suite of services and a reputation that shippers have long since relied on from our company."

Customers wishing to utilize logistics services to Colombia should contact either Tony Menendez, director of sales, Latin America and Caribbean logistics services at (305) 588-2565 or Ana Rocas, director of logistics services at (305) 463-4875. Within Colombia, customers may also contact Diana Salazar, general manager, Transtainer Ltda., at (574) 352-0011.

For more information visit www.crowley.com.

Sailing Wear and Crew Clothing in St. Martin

St. Martin-based company Jean Jarreau Sailing Wear and Antibes-based company Dolphin Wear have a new partnership agreement. The European leader in yacht and crew uniforms has appointed JJ Sailing Wear as their new representatives for the Caribbean islands. JJ Sailing Wear will present the complete Dolphin uniform line in a new shop that will be part of the "Galleries Jean Jarreau" in St. Martin's Marina Royale Marigot, which is scheduled to open later this year.

Besides Dolphin Wear with brand names like Musto and Yu, the shop will present a small line of Jean Jarreau Sailing Wear, clothing and leisure items specially made for sailors.

Existing clients can now place and receive additional orders in the Caribbean, while new customers can visit the shop or ask a representative to come on board to discuss custom-made yacht clothing possibilities.

For more information visit www.JeanJarreauSailingWear.com.

Seaborne Airlines Announces San Juan - Tortola Flights

Signaling a renewed commitment to the San Juan market, Seaborne Airlines is launching twice-daily flights from San Juan Luis Munoz Marin International to Terrence B. Lettsome International Airport serving Tortola in the British Virgin Islands. Service will commence on October 1st and flights are available for sale.

According to Omer ErSelcuk, Seaborne CEO, "Our de Havilland DHC-6-300 aircraft are flown to full Part 121 standards with two pilots as well as two engines. They are also configured to 17 instead of the usual 19 seats providing excellent seating comfort."

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Seaborne Airlines flies routes between San Juan, St. Croix, St. Thomas, Vieques and now Tortola.

For more information visit www.seaborneairlines.com.

Founders of Latitudes & Attitudes Promise New Magazine

Latitudes & Attitudes cruising magazine ceased publishing in June of this year. Founders Bob and Jody Bitchin created the magazine after cruising the world for ten years, and in the following 15 years it attracted wide popularity with its irreverent "everyman's" attitude toward boating. In January of this year, *Latitudes & Attitudes* was sold to Sextant Publishing.

Meanwhile, Bob and Jody are putting together a new magazine. Bob tells *Compass* that *Cruising Outpost* will be published quarterly to start, and will be available in December as a print and/or on-line magazine. It will be a slightly larger format, with more pages, but it will retain the same feeling that was developed over the years at "Lats & Atts". Subscriptions are now available.

For more information visit www.cruisingoutpost.com.

Notes from a Boat Bum

After former lives as a magazine editor, freelance writer and musician, Ed Teja lived as a self-styled Caribbean "boat bum" (mainly in Grenada, Trinidad and Venezuela) on an old wooden boat for ten years. During that time, he played music in waterfront bars and wrote short stories, poetry and a column for *Caribbean Compass*. It was time well spent and threw him into contact with wild and wonderful people and experiences.

Ed's series of columns in the *Compass* looked at aspects of boats and boating, and pondered the stranger creatures found in the Caribbean. From the boating basics, like anchoring, to marlinspike seamanship and how to find the best waterfront bar, it is all — when correctly viewed — humorous. Ed has now compiled these stories, written while living at anchor and underway, into a book — *Float Street Notes* — now available in the Kindle edition at www.amazon.com.

Check out Ed's blog at <http://teja-ed.blogspot.com>.



The proposed cover of *Cruising Outpost's* first issue

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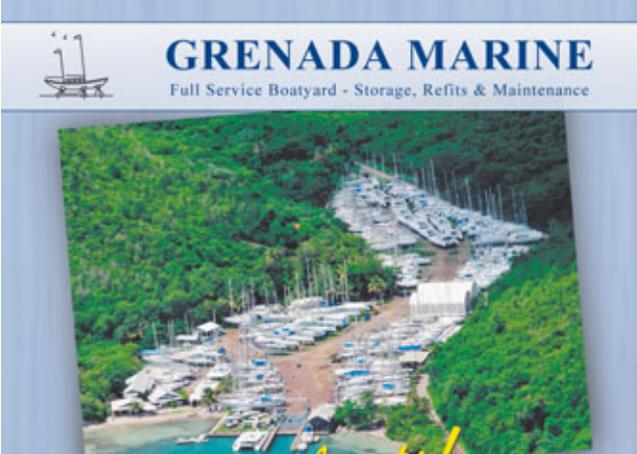
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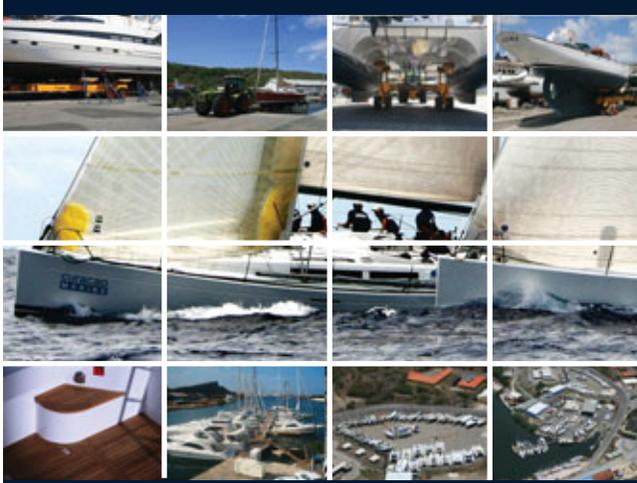
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Caribbean ECO-News

'Extra' the Loggerhead Turtle Returns to Bonaire



Mabel Nava, Manager of Sea Turtle Conservation Bonaire reports: On July 9th 2004, a female loggerhead sea turtle named Extra was fitted with a satellite transmitter by Sea Turtle Conservation Bonaire (STCB) staff at Klein Bonaire. The very next day Extra began her 1,754-kilometre (1,090-mile) migration to the waters off the coast of Honduras, an area now known to be critical feeding grounds for Bonaire-nesting sea turtles.

On July 1st 2012, reported sightings of a large loggerhead sea turtle with a small device secured to its carapace led the STCB team to investigate. Extra was identified resting and swimming on the coral reef surrounding Klein Bonaire and the remnants of her satellite transmitter were removed from her shell. The device was completely missing its antennae and was easily removed by the team.

The sighting of Extra is not only a heartwarming story for Bonaire, but also very important for our knowledge base of Bonaire's sea turtles. Extra is nesting once again on Klein Bonaire, which helps confirm the hypothesis that female turtles return to the same nesting beach for their entire adult life (and usually the same beach where they themselves were born). Loggerheads nest at intervals of two to three years, suggesting that this is the third time Extra has returned to nest on Klein Bonaire since the transmitter was fitted.

Satellite transmitters stop working after some time for different reasons: the antennas break, they run out of batteries, or sometimes they fall from the shell, especially as the turtle grows. A turtle's shell grows from inside out just like fingernails do, but growth in adult sea turtles is very slow and that explains why the transmitters can stay attached to the turtle after so many years.

In 2004 Extra had her four flippers intact, however now she is missing half of her right front, possibly from a shark attack. Luckily, she didn't lose it completely and is still swimming and nesting successfully. So far this season Extra has laid three nests on Klein Bonaire and is expected to lay at least one more before she returns to her feeding home off the coast of Honduras.

STCB's satellite tracking of mature sea turtles was featured in the October, 2004 issue of *National Geographic* (Dutch edition). The photograph above, showing the release of Extra after transmitter deployment, is from the *National Geographic* article. Loggerhead Extra was named after a local newspaper, as a way to raise public awareness about these majestic reptiles.

STCB staff would like to thank Woodwind Sail and Snorkeling for reporting on the sighting of this turtle and for participating in the quest to recover the transmitter. We are grateful to our volunteers: Dee, Tina and Richard, who are always ready to help us protect Bonaire's sea turtles. And last but not least we thank Extra for carrying this device and providing valuable information that can be used to share with our international partners to enhance sea turtle conservation in the Caribbean.

For more information visit www.bonaireturtles.org.

First Green Turtle Tagged in Nevis

Neve, a 350-pound green sea turtle, had quite a send-off from Nevis as she made her way back to the Caribbean Sea on July 23rd, tagged with a satellite transmitter to track her future travels.

Cheered on by wildlife conservationists, guests and staff of the Four Seasons, Neve made history as the first green sea turtle of 11 turtles to be tagged and released by the Nevis Turtle Group in collaboration with the Sea Turtle Conservancy and the resort since turtle monitoring began on Nevis in 2006.

Moments after she swam away, President of the Nevis Turtle Group Lemuel Pemberton said, "This is the first time that a green sea turtle is being tagged on the island of Nevis with a satellite transmitter. Previously we have tagged a total of ten hawksbill sea turtles."

Pemberton explained that the satellite transmitters in the past had assisted them to follow the migratory patterns of the hawksbill turtles. Now, however, they have the opportunity to learn more about the green turtle.

Prior to Neve's release, David Godfrey, executive director of the Sea Turtle Conservancy based in Miami, spoke on the work of his organization. "We do sea turtle research and conservation all over the Caribbean, and over almost the last decade we have had a fantastic relationship with the Four Seasons and the Nevis Turtle Group to help learn about where the turtles go when they leave this island, because very few of them nest here and then stay here. They travel to far-off places and one of the things we try to do is learn where they go, where they live when they are away from the beach, so we can do our best to track them at all times because they are really only here for a short period of time. So the research is very important for that reason," he said.

Godfrey also revealed a related education awareness programme, Tour of the Turtles, that was established to monitor the tagged turtles which could be tracked on the internet. "We have also developed a fun education programme so all of you can watch along with us as we learn where these turtles go. The Tour of the Turtles is a fun programme. It tracks these turtles as well as many others that we track around the Caribbean and in Florida.

"You can log on for free and watch Neve and Penny (a hawksbill turtle tagged the previous day) and a number of other turtles and adopt them if you want to support sea turtle conservation," Godfrey disclosed.

For more information visit www.conserveturtles.org.

Sharp Decline in Number of Rays in Grand Cayman



Guy Harvey reports: In mid-July, personnel from the Guy Harvey Research Institute once again collaborated with the Cayman Islands Department of Environment to conduct the annual census of the stingray population in Grand Cayman. This year they were joined by three researchers from the Georgia Aquarium, who were on hand to assist with analyzing the overall health of the stingrays.

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The situation at the Sandbar in North Sound is unique, with a large number of wild rays that are not fenced or contained but inhabit the shallow clear water with accessibility every day of the year. The socio-economic value of the rays to the Cayman economy is enormous. On average, each animal can generate up to \$500,000 in tourism revenue per year, or US\$10,000,000 over the course of a 20-year life span.

Research was started by the GHRI in 2002 when all the stingrays that frequent the two main sites were caught by hand and tagged with a PIT (passive integrated transponder) at the base of their tail. During the initial count, 164 rays were tagged, weighed and measured at the Sandbar over two years. Since then, tag retention has remained near 100 percent, so many animals tagged ten years ago still have their PIT today.

For the period 2002 – 2003, one hundred rays were sampled each month over a three-day period at the Sandbar. The same situation was experienced in a subsequent census conducted by the GHRI in 2005 and 2008. As expected, over time there was recruitment of new (untagged) rays to the Sandbar and loss of individuals due to migration, natural mortality and possibly some predation.

From 2010 tour operators and casual observations indicated a sudden decline in the number of rays at the Sandbar. In response to the reports, the GHRI conducted a census in January 2012 and sampled only 61 rays in the standard three-day research period at the Sandbar, which represents a significant (38 percent) decrease in number of rays compared to the last census in 2008.

GHRI personnel ruled out predation by sharks in the January census due to lack of evidence of shark bites (near misses) and the corresponding demise of sharks in the last ten years. However, fishing mortality (intentionally or by accident) is a consideration. There is no national protection for stingrays — outside of the Wildlife Interactive Zones this species has no protection and can be removed and consumed by residents.

Another possibility for us to consider is the overall health of the rays, which is why GHRI enlisted the support of the Georgia Aquarium veterinary staff for this year's census. Dr. Tonya Clauss (Director Animal Health, Georgia Aquarium), Dr. Lisa Hoopes (Nutritionist, Georgia Aquarium) and Nicole Boucha (Senior Veterinary Technician, Georgia Aquarium) arrived in Grand Cayman loaded with equipment to take blood and store these precious samples in liquid nitrogen until analysis could be achieved back in Georgia.

Over three days the team sampled 57 rays at the Sandbar with assistance from DoE staff and several volunteers. The team also spent a day at the original Stingray City and sampled 11 rays and caught three rays at Rum Point, bringing the total to 71 rays sampled. The low number of males in this year's sample is definitely cause for concern.

Each ray was caught by hand and transferred to the pool in the workboat where they were measured and tagged, and then blood was taken from the underside of the base of the tail. Some of this blood was immediately centrifuged to make counts of white blood cells. The rest was frozen in liquid nitrogen for shipment back to the lab in the Georgia Aquarium. From the blood samples the vets will be able to determine if the (monotonous) diet of squid fed to the rays by the majority of tour operators is affecting the animal's health.

Overall, a long-term plan of monitoring the numbers of rays and their health is required. Everyone in the Cayman Islands benefits from the presence of this unique marine interactive site. Every advertising campaign or tourism related article featuring the Cayman Islands has these iconic animals up front and prominently displayed. It is time the government of the Cayman Islands returned the favor by supporting ongoing research of the stingrays' population status and well being by releasing funds in the Environmental Protection Fund collected for this purpose.



'Crittrecams' for Puerto Rico Billfish Tournney

The International Billfish Tournament of Club Náutico de San Juan, to be held September 23rd through 30th, will serve as a launching platform for National Geographic Society scientists to deploy their Crittercam system on blue marlin during the Tournament's 59th edition.

Gustavo Hermida, Commodore of Club Náutico de San Juan (CNSJ) and Miguel Donato, Tournament Chairman, said that National Geographic Society (NGS) will

deploy — for the first time in Puerto Rico — the Crittercam system to capture images of blue marlin in their natural environment using the Tournament's participating boats.

Jean-Paul Polo, NGS producer, said it would be the first time crittercams will be deployed on blue marlin in a tournament setting, and will also include a documentary on billfish production.

For the past 20 years, the Remote Imaging Department of NGS has deployed Crittercams on more than 65 species of animals from emperor penguins to whales, turtles and sharks in order to capture the essence of animals and how they behave in their natural environment.

Hermida said NGS's Crittercam leaders' visit, including Greg Marshall, Vice President of Remote Imaging at the National Geographic Society, is recognition of the Club's commitment to work tirelessly for the sport, billfish conservation and friendship among countries united by sport fishing.

Donato, meanwhile, said that since the Tournament allows visiting anglers to rotate through participating boats, NGS will have the opportunity to meet different deep sea fishing anglers from around the world to exchange information.

Said Donato, "Our Tournament has been committed to billfish conservation since 1987, when the tag-and-release format was first implemented. That is 25 years of crystal-clear commitment to conservation of species."

Marshall said Club Náutico de San Juan and its International Billfish Tournament offer an "ideal scenario" for Crittercam research. "With anglers dedicated to conservation and a Tournament that should provide a range of opportunities to tag and release fish, I'm sure we will get valuable information on the behavior of newly released billfish," Marshall said.

Marshall explained Crittercams can record for different periods of time and are designed for the safety of the species being researched. "The cameras can stay as long as we determine and record at various intervals of time. Once the predetermined time of recording is reached, the camera will release from the fish without hurting it, it will then rise to the sea surface and emit a signal similar to a beacon (a light signal to locate remote objects). The research team will then use various means to locate these cameras from boats, helicopters or even leave them floating until they reach the coast or nearest place," he said.

Polo said NGS is expecting to achieve a high quality documentary since "we are joining forces with a group of local producers and filmmakers. This is a great opportunity to showcase the beauty of Puerto Rico and one of its precious resources: marine life," said Polo.

For more information visit <http://sanjuaninternational.com>.



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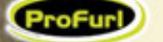
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REGATTA NEWS

Team Anguilla Again Dominates Premier's Cup

As they did last year, Anguilla National Sailing Team brought home gold from the



Team Anguilla leading the fleet

KATS Premier's Cup International Youth Regatta. The 2012 edition was held July 13th through 15th. Anguilla finished 39 points ahead of the second place team from the BVI, with Bahamas taking third. Racing in the IC24s, Anguilla also competed against teams from the Cayman Islands, Puerto Rico, Trinidad & Tobago, USA, and a second BVI team.

Bringing together sailors aged ten to 18, and hosted by Nanny Cay Resort & Marina in Tortola, the Premier's Cup is the only youth team sailing event in the Caribbean.

Anguilla's team is all from the Anguilla Youth Sailing Club (AYSC). Team captain and helmsman, Kendal "Kenny" Richardson, credits more than just his team of Ethan "Rumple" Lloyd, Kadeem Joseph, Romero "Butchie" Gumbs, Derick "Fritz" Carly, and Omari Hamilton for their success. He says, "As the defending champions, the

stakes couldn't have been any higher going into this race. Every other team was gunning for us, and to emerge with such a clear and massive win was incredible. Our largest boat is the two-person 420, so this win means a lot. Everyone who helped us prepare and actually get us to Tortola is the main reason we brought back the gold, and for that we say a very big thank you to the Rotary Club and to the Anguilla Youth Sailing Club, and every other person that helped as well!"

In 15 - 20-knot winds, Team Anguilla dominated the racing with 12 first place wins, three second places, and one third and one fourth place, accustomed as they are to heavy breezes. They were also one of the physically largest teams, helping to maintain unparalleled boat speed upwind.

The Rotary Club of Anguilla and the Anguilla Sailing Association thank all the sponsors and people who supported the team.

The Anguilla Sailing Association (ASA) is the parent organization of the AYSC. Their mandate is to provide all Anguilla children with the opportunity to sail while learning seamanship, boat safety, environmentalism, and leadership skills.

Eastern Caribbean Sailors at Opti Worlds

The Optimist World Championship was held July 15th through 26th at Club Náutico de Santo Domingo, Dominican Republic.

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Louis Bavay (age 11 years), Rhone Kirby (13) and Rocco Falcone (11) represented Antigua & Barbuda at the 2012 Optimist Worlds, held in the Dominican Republic

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Jens Hookanson - Manager

—Continued from previous page

In the individual category, after nine races (one discard), Elisa Yukie Yokoyama of China was the overall winner. Out of 230 competitors from more than 50 countries, young sailors from the Eastern Caribbean included Odile van Aanholt of "AHO" (Curaçao and St. Maarten) in 33rd place, Scott McKenzie of the USVI in 73rd place, Paige Clarke of the USVI in 78th place, Sam Morrel of the BVI in 104th place, Jason Putley of the BVI in 108th place, Maria Paz Pacheco of the Dominican Republic in 132nd place, Christopher Murphy of the USVI in 139th place, Victoire Celeste Lugmeijer of the Dominican Republic in 161st place, Natalie Nordbruch of the Dominican Republic in 169th place, Andre Reguero of Puerto Rico in 187th place, Juan Martin Pacheco of the Dominican Republic in 190th place, Miguel Monlor of Puerto Rico in 198th place, Abigail Afoo of Trinidad & Tobago in 200th place, Nathan Smith of AHO in 204th place, Rocco Falcone of Antigua & Barbuda in 207th place, Joshua Ho of Trinidad & Tobago in 210th place, Savannah Bous of Puerto Rico in 211th place, Luc Chevrier of St. Lucia in 212th place, Scott Gittens of Barbados in 218th place, Louis Bavay of Antigua & Barbuda in 219th place, Lucas Miranda of Puerto Rico in 222nd place, Ricardo Valenzuela of Puerto Rico in 225th place, and Rhone Kirby of Antigua & Barbuda in 230th place.

Other Wider Caribbean nations represented included Venezuela, Guatemala, Mexico, the Bahamas and Bermuda.

China also won the team series and the Nations Cup.

Ten-year-old Nathan Smith of St. Maarten was the youngest male competitor in the event and was rewarded with a medal, plaque and a brand-new Olympic Gold Optimist sail for this achievement.

For full results visit www.optiworlds2012.org.

Challenging Caribbean Dinghy Championships 2012

This Caribbean Sailing Association event took place over the weekend of August 10th through 12th at the Antigua Yacht Club, with teams from Trinidad & Tobago, Barbados and St. Maarten, as well as two teams representing Antigua.

Classes were for Optimist sailors under 12 years, Zoom 8 sailors under 16 years and open classes for Laser Radial, Laser Standard and Pico dinghies.

On the Friday, teams practised until mid-afternoon, when the AYC hosted a Beach Bash, including games on and off the water that were "anything but sailing".

The Saturday morning's racing started in very blustery conditions with winds gusting to 30 knots, resulting in virtually every competitor capsizing at some point. The youngest sailor, Jalese Gordon (ten), showed indomitable spirit at her first regatta, and one of the senior competitors commented he had never spent so much time upside down in the water in his life! By that evening results were very close. A convivial supper evening was held at the AYC, finishing early as all the competitors were so tired.

Sunday morning saw less wind and calmer waters, with racing concluded by 11:30AM. Lunch was followed by prizegiving where Antigua 1 won in the Optimist (Louis Bavay) and Pico (Rhone Kirby and River Andrews) classes. The Laser Standard class was won by Barbados (Jason Tindale), and Trinidad won the Laser Radial (Wesley Scott) and Zoom 8 (Kelly Arrindell) classes. Antigua won the overall team prize.

The club would like to thank all those who helped out, both on and off the water — in particular the race officer Tony Maidment and his team, and Patsy White and her team who managed to keep all the hungry sailors, volunteers, coaches and chaperones well fed during the event.

For full results visit www.antiguayachtclub.com.

Schneider Wins Budget Marine Cup at Aruba Rembrandt Regatta

Sunfish sailor Jurgen Schneider from Curaçao won the Budget Marine Cup in the 4th Aruba Rembrandt Regatta, sailed August 10th through 12th. Thirty-three sailboats, and about 50 Optimist sailors, windsurfers and kitesurfers competed in the 50 races sailed at Eagle Beach.

The regatta started in gale-force winds on the Friday with the traditional Round Aruba Race. The 2010 winner *Dash*, a J/35 from Curaçao with skipper Remco van Dorffmond, was again victorious. Only three yachts — *Dash*, Jan van Roekel's 72-foot steel ketch *Monsoon*, and the Jeanneau 12.5 *Voyage Screaming Eagle* (the latter two Aruba-based) — finished the seven-hour race.

On the weekend, all yachts, Sunfish, beach cats, Optimists, windsurfers and kitesurfers competed. The Saturday featured strong and steady wind, but Sunday felt the remnants of Tropical Depression 7 as rain, gusts and a period without wind guaranteed surprises in the competition.

In total, over 160 participants from Aruba, Curaçao, St. Martin and the US took part in the regatta, and hundreds of people followed the competition from the beach. Regatta organizer Eric Mijts was especially pleased that several tourists said that they came to Aruba especially for the Aruba Rembrandt Regatta.



Yacht Class was won by *Dash*, with second place going to Aruban yacht *Eva Luna*, captained by Eric Mijts, and third place to Svan Schneider's *Screaming Eagle*. Father and daughter Martin and Nicole van de Velden grabbed first place in the Beach Cat Class, followed by Francis van Baaren and Henk Hankart and Rob and Sil Grijpma in third. Jurgen Schneider from Curaçao convincingly won the Sunfish competition, while second went to well-known Aruban sailor Richard van der Wal and third to Gareth Weber from Curaçao. Jurgen Schneider donated his aft. 1000 award, sponsored by Budget Marine, to the Aruban Sunfish Club.

The regatta's Optimist competition, organized by sailing school SYWA, saw first place in the starter group go to Vivian Hankart (age eight), followed by Ivan Nora-Delgado and Alexander van der Velde. The advanced races were won by Matthijs de Kool, with Jort Hartmans in second and Nathan Winterdal third.

Pechi Pechacek won the windsurfing competition for the third time in a row, followed by Maki Wiggins and then Philip Kervel. Ethan Westera won the pro kids windsurfing; Aron Ertom from Curaçao was second and Matthias Verploeg third. In the super kids windsurfing competition Jean-Paul da Silva took first, Sam Keffener second and Sjoerd Hoek third.

The regatta organizers look back at a successful fourth edition with international participants and good competition. About 20 volunteers put all their energy in the success of this regatta and everybody looks forward to next year's edition.

—Continued on page 45

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CARRIACOU REGATTA FESTIVAL 2012



FEVER AND DRAMA

IN OPEN BOATS

by Orbin Ollivierre

OH, dis regatta fever — it does really get to some people, including me. It's Friday, 3rd August, Carriacou Regatta Festival. First race start Saturday so boats ha' fo' leave from Bequia on Friday but guess what? Tropical Storm Ernesto headin' straight fo' we. Thursday night position 13°N 58°W. De Prime Minister come on TV an'



DANON BAKER/2

radio tellin' de nation fo' batten down dem hatches, find good shelter on land an' sea, an' dat de storm go' pass t'rough St. Vincent an' de Grenadines some time Friday mornin'. But like some ah dem Bequia sailors ain't got TV nor radio or dem ain't got no respect fo' God almighty sea water. Lo an' behold, ah couldn't believe me eye when ah see boats, sail set, tryin' fo' head south. Five ah dem out dey now: *Bequia Pride*, *Iron Duke*, *Limbo Dance* an' two small ones, 12 and 14 feet, from Hamilton, *Wisdom* an' *Bennita G*. Ah sittin' in me house, spy-glass to me eye, watchin' till ah lose dem, de wind comin' straight from de south an' dem headin' off in de west. Dey go' ha' fo' tack an' tack to get to Canouan, never mind Carriacou. To add to de fleet, *Devine* push out from Friendship under she out-board an' jib, headin' into de wind too — crazy! Around

two o'clock de wind start fo' pick up. About three o'clock, all hell break loose, wind hittin' 25 to 30 knots an' de sea start fo' get real choppy. Ah only could wish dem luck. I decide ah go' leave tomorrow; forecast say good conditions, wind from de southeast at 10 to 15 knots.

Around 6 o'clock Saturday mornin', ah see *BlackBerry* settin' sail an' leave. As fo' *Double Bluff*, from de time de captain hear storm, he decide he stayin' where it warn: no south fo' he. I decide fo' leave at 8 o'clock: I in ah 35-foot cabin cruiser so ah go' track behind. About an hour out ah Friendship, ah get ah call dat *BlackBerry* break she mast under Canouan an' dat *Iron Duke* return to Bequia an' dat *Limbo* missin'. Ah call me friend in de *Berry* an' he say dey all right, dey gettin' ah tow into Canouan. Ah also find out dat de two small boat from Hamilton is safe. So ah go' keep me eyes out fo' *Limbo* an' head fo' Carriacou.

Ah reach just in time fo' see de start. Today is ah open race, any boat can sail, no class, only one winner. Only four on de track, *Skyler* an' *Ace Plus* from Carriacou, *Elusive* from Tobago, an' *Bequia Pride*. On de leg down to de Sisters Rocks, *Skyler* go bottom up an', in de effort to rescue, she lose de mainsail an' boom. An' on de way up, *Ace Plus* get jealous an' join she, right off Jag-a-dan. So is only *Bequia Pride* an' *Elusive*. De race end up in Windward wid *Bequia Pride* way ahead ah *Elusive*. Is de first time de Saturday race end up dey. Dem say it go' look good wid all de sloops, but dey do de Round Island race an' finish ah long time ago.

Sunday mornin', we get some good news. We get ah call dat dem find *Limbo*; de *Barracouda* pick dem up off West Cay Saturday evenin' an' tek dem to St. Vincent. Dem ain't capsiz but bin sailin' about under bare jib tryin' fo' mek land. Is only den everybody begin fo' cheer up: it ain't ah good feelin' fo' know yo' fellow sailors missin'.

So is 11 o'clock an' dem start de small boats. Dey got ah lot ah classes. In de 18-foot class it got de two *Worries* an' *Devine* from Bequia an' de two *Nerissas* from Canouan. De Optimist fleet look good an' is supported wid six from Handy Andy Youth Sailors of Bequia. All de courses short, right outside de jetty, 200 yards down an' up an' finish. Some ah de sailors ain't please: dem say race too short. De small open boat fleet got boats from Canouan, Bequia, Mayreau, Union Island, Carriacou an' Gouyave. The long open boat race real thin, is only *Bequia Pride*, *Skyler*, *Elusive* an' *Improved* — no *Double Bluff*, no *Confusion*, no *Braveheart*, no *BlackBerry*, no *Lightning*, no *Iron Duke*, no *Limbo Dance*. But de show ha' fo' go on, an' *Skyler* tek de two races on Sunday, beatin' out *Bequia Pride* by a mere 30 seconds. Ah lookin' at de sloops an' dem. Ah count seven sails: three big ones, three small an' one extra-small. Ah like fo' watch dem goin' downwind wid all dey different colour spinnakers.

Well, all boats in, an' it beginnin' to get dark, time fo' tek some green ones and hit de sack. Tomorrow goin' be another long day fo' some.

Monday, de small boats start around 11 o'clock, same course even though de wind drop down to about ten knots: ah don't understand it.

—Continued on next page

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De 18-footers start but ah only see Worries an' More Worries. Devine an' de two Nerissas on de beach an' not takin' part. Is later ah find out dey protest de Worries an' de officer ain't tek dem on, somet'in' about touchin' de mark or passin' wrong. Sailin' over for all de small boats, is only de big boys outside: Bequia Pride, Skyler, Elusive an' Improved wid me good friend Bertie. Ace Plus went for ah sail out before de start an' roll belly up again so he miss de start. Ah ha' fo' tell

Below: In the Small Open Boats classes, competitors came from Canouan, Bequia, Mayreau, Union Island, Carriacou and Grenada

Middle: The courses for Sloops and Small Open Boats sometimes coincided...

Bottom: 'Today is ah open race, any boat can sail, no class, only one winner.' That winner was Bequia Pride



DAVON BAKER (2)

him he tekin' sea bath like vitamin tablet one-a-day. It end up wid Bequia Pride beatin' out Skyler by ah good three minutes.

Well, is 5 o'clock an' ah standin' on de beach watchin' de sloops finish an' takin' in de action wid de greasy pole. Dem got two bottle or somet'in' tie to de end an' dem young boys tryin' like hell to reach dem. It got plenty people watchin' an' cheerin' dem on. It really bring back memories, it look just like yesterday I use to try it. Dem boys droppin' in de water an' goin' straight back on but we use to swim ashore an' stick we foot in de dry sand. When de grease grab it, yo' foot like sandpaper, go on an' try again. After ah good many tries, wid de heavy grease gone, dem reach de bottle dem.

Prize-givin' start around seven an' finish around ten and dey pull de curtain down on de 47th Carriacou Regatta Festival. Boys go' get ah good sail home tomorrow. Ah hope no drama dis time!

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



ELLEN BIRRELL



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YACHT RACES, WEATHER OR NOT

by Jerry Stewart

HOW the gods must have laughed when the mere mortals chose to have a Caribbean regatta in August. The threat of Tropical Storm Ernesto was enough to cause an exodus of



JOHN ADWORTH ©

potential competitors, searching for insurance-approved latitudes, forming a stream of southbound white. Uncertainty remained during Thursday, August 2nd, not helped by the mad Australian prophet's rants promising Cat 1 overhead by morning. The Skippers' Meeting was abandoned to secure the remaining yachts. As we all now know, Friday in Carriacou, if a little wet, was airless. The annual CCEF auction was held on schedule, followed by the Skippers' Meeting.



Above: Although Fun Class was depleted by the threat of Tropical Storm Ernesto, an intrepid yacht fleet started from Tyrrel Bay

Left: The CSA Class winner, Bloody Mary, with 'they don't count as crew' kids on the rail

Carriacou Regatta has developed into a cruising yacht event. The two-handed around-the-island race appeals to the average cruising couple, particularly as children don't count as crew. This year for the Doyle Offshore Sails Round Carriacou Race, we were fortunate to have our largest CSA-rated class for many years, which balanced out the depleted Fun Class fleet.

—Continued on next page

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—Continued from previous page

Joining this year's fleet was the beautiful Luders-designed *Free Spirit*, sailed by former *Thalia* owner Ivan Jefferis. Conditions for the race were a little unstable at times with Tim Sudell's Sparkman and Stevens, *Saga*, recording a sub-three-hour elapsed time to achieve second place. In third place was the vastly improved Bénéteau 38 *Tulaichean II*, sailed by Mike Bingley from Grenada's Palm Tree Marine.



JOHN AIDWORTH



Above: *Free Spirit* taking the gusts with gusto

Top right: Grenada's Palm Tree Marine Team — I-Sanna, Matt, Tom, Mike, Lynn, and Mark — of the Bénéteau 38 *Tulaichean II*

Left: Skippers Tim Sudell of *Saga* (left) and Jerry Stewart of *Bloody Mary* celebrate winning second and first place respectively in the Round the Island Race

EILEEN BIRRELL

My own Hughes 38, *Bloody Mary*, a longtime Regatta competitor, sailed to first, having taken the opportunity to load the rail with underage kids!

In Fun Class, Andy Smelt's Spencer 44, *Yellow Bird*, was first, Dominic Weber's *Sanctus*, a Jeanneau 47, came second, and John Stewart's *Nerrisa* third. Multihull Class was won by the Wharram cat *Stillus*, sailed by Paul O'Regan.

The after-race party at the Lazy Turtle underlined how much better (free) rum punch is when made with Black Label Mount Gay.



EILEEN BIRRELL

Regatta Sunday, normally our Lay Day, saw the Island Water World-sponsored Frigate Island fully crewed race. The conditions, less unstable, permitted Henry Crallan's renowned Swan 40, *Tabasco*, to record his first event win with *Tulaichean II* finishing a close second. *Bloody Mary* achieved third place. The French *Atanahoue*, an Eric Lerouge-designed Paladin 18.3, stormed around the course for line honors, only to be beaten into second on corrected time by *Yellow Bird*.

Back now on the normal schedule, Monday's Budget Marine Hillsborough Race was sailed in lighter winds — with the exception of a spectacular squall at the end. In CSA Class, Edgar Roe was able to take advantage of the conditions to sail his *J/24, Loose Cannon*, into first place, ahead of *Free Spirit*. Once again, *Bloody Mary* was third. In Fun class, *Yellow Bird* won, followed by *Atanahoue*, who just beat *Sanctus*.

Overall results in CSA Class saw *Bloody Mary* take first with six points (to win the VERY old Mount Gay), *Loose Cannon* second with 11 points, and *Tabasco* third, also with 11 points.

In Fun Class, *Yellow Bird* came first to win the Island Water World overall prize, followed by *Atanahoue* and *Sanctus*.

Our off season, low budget regatta only exists because of our event sponsor, Mount Gay Rum, and race sponsors Doyle Sails, Island Water World and Budget Marine, who did us proud with fine prizes. Additional prizes came from Slipway Restaurant, Lazy Turtle Pizzeria, and Fidel Productions.

Every year James Benoit comes up from the Grenada Yacht Club to be Race Officer. He was assisted by Barbara Greenwood and Shirley Aldworth. The Committee Boat was driven by Gus Pierre, and the mark boat supplied by Edwin George.

Thanks to all for making this event possible. See you next year — if the gods aren't laughing!



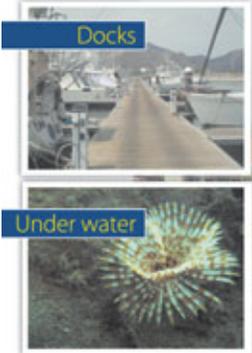
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CARRIACOU REGATTA FESTIVAL 2012

JUNIOR RACE REPORT: 'OPTIMISTIC FORECAST'

by Ellen Birrell



IT was not a rosy weather forecast for the 2012 Carriacou Regatta. Two days out, the committee organizing the junior races cancelled the Friday's (August 3rd) practice race. By the Thursday night, 50 yachts in Tyrrel Bay ducked into the mangrove lagoon when the US National Hurricane Center's 5:00PM report upgraded TD5 to Tropical Storm Ernesto, tracking one degree farther south as it approached the northern Windward Islands. Facing TD5 before it became a named storm, a band of Bequia Youth Sailors (BYS) had ventured the 30-mile sail south to Carriacou. The group, which included coaches and chaperones, arrived at Hillsborough on a 60-foot catamaran donated by Sunsail Charters. Five Optimists and two 18-foot double-enders were in tow.

—Continued on next page

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Yachts awaiting regatta watched five Bequia youths skipper their Optimists around the point into Tyrrel Bay. Against late afternoon sun, they looked like tiny translucent specks on the horizon. Pumping to trim their sails under heavy winds, the young



sailors set the tone for the excitement and adept sailing to come. New this year, junior competitors benefited from having their own race committee headed by Ronnie Ramos, 1984 Olympic Soling contender and current Puerto Rican champion youth racing coach.

TS Ernesto passed well north of Carriacou, affording excellent conditions for Sunday's races. Up from eight Optimists in 2011, 12 boys and one girl, ranging in age from nine to 14, from Bequia, Carriacou and Grenada took the starting line. With steady winds from the east and a windward/leeward course, the Optimists completed three races.

Thirteen-year-old Noah Snagg from Grenada took third overall in Optimists with eight points. Shain Farrell, 14 years old, and Oreokay Joseph, 11 years old, both of BYS, ended with six points each. Despite a tangle with a spectator boat that knocked Oreokay's rudder off just before he rounded the weather mark in the second race, his first place finishes in the first and third races put him in the top spot for the regatta.



Seven Lasers, with a total of 18 competitors, chose to switch from Junior to the Small Open Boat category on the day of the races. Since reduced sails for Radial and 4.7 Lasers are unseen in the Grenadines, youth skippers from Petite Martinique, Carriacou and Grenada choose to carry one or two crew. Mozart St. John of Gouyave, Grenada came in first overall.

Forecast for junior sailing in the Grenadines: Optimistic!

Ellen Birrell enjoys cruising, freelance writing and photography within the Eastern Caribbean. For more, visit www.boldlygo.us.



Clockwise from top left: Bequia Youth Sailors Reon and Shain standing, and Oreokay, Mekaya and Drew seated

Mekaya, Shain and Oreokay head for the leeward mark. Visiting Puerto Rican coach Ronnie Ramos prepares to drop the pin for the Junior Races' start line

Carriacou Optimist sailor, ten-year-old Reniza Sookdeo





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Return Trips:

REVISITING THE WINDWARDS

by Jan de Groot

up some old friends from my chartering days. My crew would consist of my granddaughter, age 11, and my four grandsons who ranged in age from 14 to 17. The boys were all big for their age and physically quite capable of taking care of the tasks at hand.

When we arrived in St. Lucia and taxied from the Hewanorra Airport to Rodney Bay, I felt a lump in my throat as we traveled through the beautiful countryside. The terrific climate, the familiar surroundings with its fantastic scenery, the local accent of the cab driver and others we spoke with during occasional stops — it all made me very emotional. It felt as if I had come home.

This was in 2011. I couldn't believe the changes in Rodney Bay. When I was there in the '70s it was basically just a remote anchorage. Now there was a modern marina surrounded with other boating facilities, stores and homes — a very busy area. After a visit with some old friends now located in Rodney Bay, including Pat Bowden who once ran the 1896-built gaff ketch *Cariaad* out of Marigot Bay with her former husband, Nick, and now operates a restaurant called Buzz, we familiarized ourselves with the boat.



THE phone rang. When I picked it up, my youngest daughter, Karen, said, "Dad, why don't you take your grandchildren for a trip to the Caribbean? Spring break is coming up next March, and that would be a good time to do it."

I thought about her proposal for a minute and then decided she had come up with an excellent idea.

My two daughters, Karen and Michelle, had grown up in the Caribbean while I was operating the yacht *Ring Andersen* in the charter business. That was in the 1970s, about 40 years ago. Since then we had moved to Vancouver, Canada. Now it was about time to show my grandchildren where their mothers had grown up and introduce them to what I believed to be the most beautiful cruising grounds in the world.

I contacted DSL Charters in St. Lucia and made arrangements for a Bavaria 46 for a ten-day trip to Grenada. Once there, we would spend four extra days to look

'I couldn't believe the changes in Rodney Bay. When I was there in the '70s it was basically just a remote anchorage'

When everyone was settled in we left the dock and set sail. Our first port of call was Marigot Bay. Here also there were quite a few changes. Quite a lot of building had been done at the site where once there was a small cottage-type hotel with a popular bar regularly frequented by the yachties. I remembered this location very well because I was there when Dr. Dolittle was filmed. As a matter of fact, we had Rex Harrison on board *Ring Andersen* during the filming. Also, now there was virtually no space for anchoring because the bay was filled with mooring buoys to which you were expected to tie up and pay a fee. This I found a bit annoying. (As a matter of fact, this situation appeared to be the norm in the St. Lucia anchorages and also in St. Vincent.)

—Continued on next page

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After spending the night in Marigot Bay we departed for the Pitons and moored close to Soufriere, where we had a guided shore excursion to the volcano. This outing was well worth it and the kids had lots of fun muddling through the warm mud. Again, the scenery was spectacular!



Above: 'We moored close to Soufriere, where we had a guided shore excursion to the volcano... the scenery was spectacular'

Below: 'We eventually arrived in Grenada... why did I ever leave?'



ALL PHOTOS: JAN DE GROOT

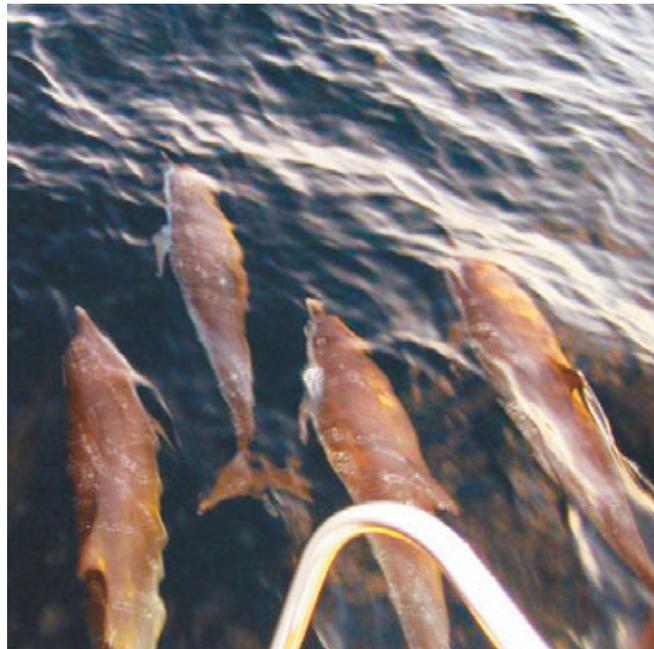
The next day we sailed to St. Vincent, to the anchorage near Young Island. We had a good sail, but I came to a startling discovery. It was difficult to get the boys to carry out some of the chores. They were sitting in the cockpit, constantly pressing the buttons on electronic gadgets. If I said, "Pull in that sheet" or "Grind that winch", they would grudgingly look up from their little machines as if to say, "Do I have to do that

now? Can't it wait? I'm busy!" This became a constant phenomenon that I found difficult to understand. When I was a little boy, I loved to go sailing with my parents on our sailboat. I would be all over the craft, helping to pull on the halyards, trimming the sails by adjusting the sheets, steering if my Dad would let me, and scrubbing the decks when we were at anchor or tied to a dock. Not the case here. These guys were not into this at all; pushing those buttons was much more important. Even as we were sailing past the islands, I had to tell them to look at the spectacular scenery of vegetation, beaches and mountains. They would take a quick look when I insisted and then go back to their gadgets again. The only time when they were excited and left those darn things alone was watching the knotmeter when a gust of wind increased our speed, or when a couple of times we were surrounded by dolphins. I must say, granddaughter Emma, the youngest of the group, was much more involved with the goings on. She liked to steer, was always looking around at the scenery and was a great help in the galley. The attitude of the boys made me realize that some things have changed drastically through the years, but in my opinion, certainly in this respect, not to any improvement.

From Young Island we went to Bequia and then to the Tobago Cays, Union Island, PSV and so on through the Grenadines until we eventually arrived in Grenada. Nothing much has changed in these islands. One big surprise was at the site of the old Grenada Yacht Services, which was already dilapidated when I left the West Indies in 1980. The site has been transformed into a spectacular marina operated by Camper and Nicholson. Also I noticed a new dock outside of St. George's for the cruise ships. The number of automobiles on the roads appears to have increased and even the odd traffic light has been installed. Other than that, everything has remained unchanged.

All these islands with their friendly populations are still as beautiful as ever, and as far as I am concerned, the area remains the best cruising grounds in the world. I now ask myself, why did I ever leave the West Indies? I should have stayed. It's definitely the best place on Earth.

Sailor and marine surveyor Jan de Groot is the author of No Shoes Allowed, Gone to Come Back, and The Riddle of the Raven. Based in Canada, he operated the charter yacht Ring Andersen in the Caribbean in the 1970s and returns to sail here from time to time.



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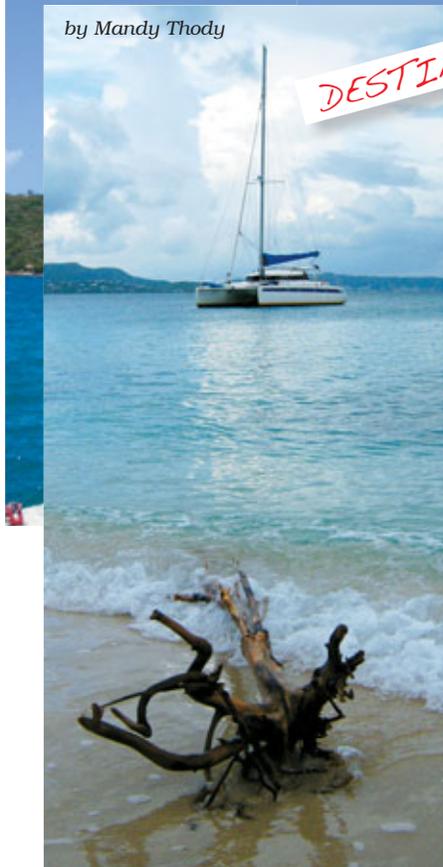
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RETURN TRIPS: BACK IN THE USVI

by Mandy Thody

DESTINATIONS



On St. Thomas, looking west along the Charlotte Amalie waterfront toward Frenchtown, Water Island and Crown Bay
Inset: The 42-foot Fountaine Pajot Aimée

Anchored out in Salt River Bay we had good breeze, very few mosquitoes, and some choppy swell occasionally. The annual ordeal of renewing our registration and mooring permit was startlingly improved — fast, efficient and friendly — though you have to go to the very middle of the island, to the DPNR Enforcement office at Anna's Hope, to do it. Since then we've just heard that fees for anchoring, mooring, registration (and living aboard — a new thing) are about to go through the roof, up by as much as 700 percent in some cases, though the Department has set up a number of public meetings for input. [See related items in this month's *Info & Updates and Readers' Forum*.]

While we were at Salt River, a couple of yachts were anchored in Frederiksted in good conditions, but it's always a problem with dinghy dockage and security ashore in the town. When bad weather comes up, the swell can quickly become a problem, necessitating immediately setting sail for another area, the easiest of which would then be Vieques (sometimes now known as part of the Spanish Virgin Islands) in most conditions. The beach bars, apart from the Sunset Beach/Sprat Hall bar, which burned down last year, are thriving (these include Rhythms, Coconuts and Teres Veho).

Christiansted didn't appear to have changed much from the shore, but we didn't sail there this time. There are lots of vegetable stands all over the island now and a noticeable increase in farming activities, meaning better quality produce is available, if you have a car.

IN late June and early July 2012, I took my first visit back to the Virgin Islands after a year away. I still felt like a resident: many friends are still there, and of course I know my way around. It was rather surprising how much had changed, though! Businesses do move and close, change hours and so on, everywhere, but the closure of the oil refinery on St. Croix and the changing cruise-ship and tourism climate on St. Thomas have made rapid and unforeseen alterations all over, so it's sometimes difficult to track down what you need.

The weather was, as always, hot — earlier than usual this year, and very dry for June and July, so catching water on our 42-foot Fountaine Pajot cat's cockpit roof was not possible. We had to jerry-can it every three days from various wells and cisterns ashore, owing to being one tank short on board (a bladder had sprung a leak).

St. Croix

Our mooring is at Salt River, about five miles downwind (or west) of Christiansted on St. Croix's north shore. The river has a narrow entrance between two reefs, and various rule-of-thumb navigation marks that sometimes change. It should not be attempted with over five feet of draught.

Salt River Marina is under new management, but with the two-year-old Pirate's Cove restaurant still running steadily (decent Mexican-American food, moderate prices, large servings). There is a small crowded dinghy dock, and old but serviceable showers and toilets; both can be used for a monthly fee. Gold Coast Yachts operates out of the same facility, building various multi-hulls mainly for the charter trade, but there are no longer boatyard facilities here. The marina drinking water wasn't good in the past so we didn't try it.

—Continued on next page

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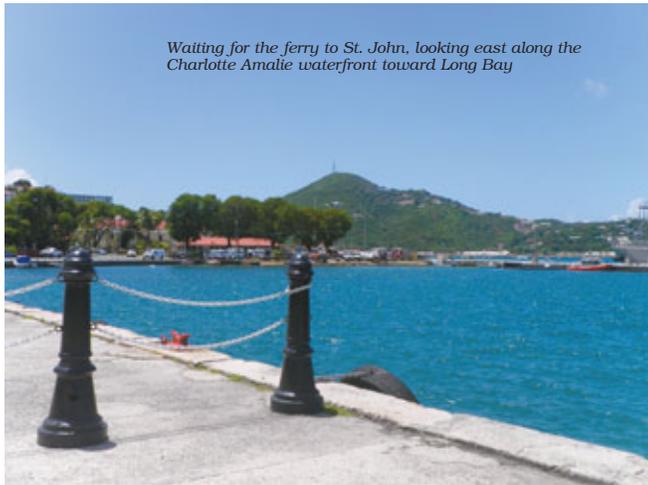
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—Continued from previous page

A Buck Island anchoring permit, even for a day trip, has to be obtained from the National Parks office in Christiansted — but not on Fridays, nor weekends, nor do they return phone messages. When we inquired about getting a permit we were told it may be issued immediately or may take a few days — so we went to Green Cay instead! Unfortunately Green Cay doesn't have the spectacular snorkelling and beach of Buck. The water was murky and seaweedy and, sad to say, there were large piles of undersized conch shells on shore under the Marine Preserve signs.



Waiting for the ferry to St. John, looking east along the Charlotte Amalie waterfront toward Long Bay

The northern Virgin Islands are so numerous, both US and British, and so close, that only the slightly more adventurous or those with faster boats generally "bother" with St. Croix, which is a shame. Although St. Croix has always rather suffered from lack of cruising grounds and a small number of harbors, especially since the (now mothballed) refinery on the south shore closed that area of mangrove lagoons 40 or more years ago, the island is worth a visit.

St. Thomas

The following week we had a wonderful beam reach up to St. Thomas, making the trip in less than six hours from Salt River — including finding an excellent spot to anchor in Crown Bay. Oddly enough, although it's a container port in the main industrial area of the island, and has a very long fetch in bad weather (making for wet dinghy rides at those times), Crown Bay is a great cruising stop. Directly opposite the marina we found several handy spots to anchor in ten to 14 feet with a good breeze. In the pristine water was a "tame" turtle and his friend, the large barracuda, both floating within six feet of us at the starboard transom at times. The facilities ashore are really convenient to restock or do repairs. There are marine diesel mechanics, a chandlery, a fancy deli and grocery at Gourmet Gallery, and basic supplies at good prices at the Pueblo supermarket 200 yards farther along the road. At the marina is good-tasting water, a laundry, and Tickle's bar-restaurant (serving enormous meals at reasonable prices).

In general, as in St. Croix, there seemed less of the "attitude problem" the VI is known for, even among taxi drivers, than in other years. Whose attitude needed adjusting, I wondered, when the boat next to us had the charming name *Botox Barbie*? On our other side was an excursion boat carrying dozens of underwater scooters equipped with huge helmets emitting a constant flow of air, which enable non-divers to ride around underwater seeing the sights!

I made a quick trip to St. John by ferry and, despite being misinformed by the Port Authority as to the schedule, it was not too difficult. Leaving the far eastern end of the Waterfront in Charlotte Amalie roughly twice a day for Cruz Bay, the ferry ride takes 35 minutes and costs US\$12.50. The crew who loaded passengers and their goods were not very helpful (I had a large and fragile crate and was told to "leave it and go and sit down"), but there you go.

While Cruz Bay was crowded as usual, and I was told many of the public Vitran buses were broken down, hence a reduced schedule to other parts of the island, everyone seemed to be having a good time. The bay was sweltering and humming with Carnival due to start that evening, though, so I cut my visit short.

Back on St. Thomas, friends drove us all around the north shore, the western end and the Frenchtown area, none of which have lost their charm or beauty, unlike some of the over-developed south of the island. There's much less litter and trash on the roadsides than in St. Croix, a long-term mystery I doubt we'll ever solve.

Meanwhile in Crown Bay, Offshore Marine diagnosed our starboard engine trouble, but as it wasn't immediately repairable we set off for St. Croix again with just one engine. Again a great sail in less than six hours (a close, then beam, reach — what a luxury to have that both ways!), though it started with stronger winds and slightly higher seas.

At the entrance to Salt River the port engine shut down — after we had furled the sails! We were able to head back out to sea, hoist sail, clear a fuel blockage, and repeat the whole maneuver in an hour and a half. We got through the reef with heart rather in mouth, and safely anchored off the beach cabana that is used as a navigation mark.

I hope to follow up with more news of the Government of the Virgin Islands' boating fees as it becomes available. In the meantime let's hope for a quiet remainder of the hurricane season!



The friendly turtle in Crown Bay visits our stern. Crown Bay is a great cruising stop

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MARK HASKINS (2)

by Willie Haskins

Introduction, or Why I Started Bouncing Around in the Water

It all started with wanting to lose weight, a long, hot summer in Puerto Rico, and a serendipitous encounter with another cruiser. Before the season was over, I had lost 30 pounds, my back and knees stopped hurting, and I became totally devoted to doing water aerobics.

Liahona had arrived in Salinas for hurricane season in May 2010. We had plans to paint the decks, dodge hurricanes by hiding in the mangroves of Los Jobos, and visit with my Puerto Rican aunts, uncles and legion of cousins who had been bugging us for two years to sail to Puerto Rico. So, there we were, in the Caribbean, in the summer. The days were hot and sultry. The nights were hot and sultry and buggy. We could only paint the decks for a couple of hours before the sweat pouring off us mingled with the paint. Relief from the heat meant renting an air-conditioned car or jumping into the marina pool.

During a visit to the pool to bring my body temperature down after a couple of hours of painting, I ran into Jeannette Deale (S/V *Sea Lion*) who offered to teach me some water aerobic exercises she had learned from another cruiser. Thus began my infatuation with water aerobics, which I immediately recognized as a way of keeping fit without the boredom of routine exercise (which I have always hated and would invariably stop doing after three months), walking or jogging (which made my knees hurt), or weight lifting (which made all my joints hurt). After a long season in Salinas, I had lost a lot of weight and most of my aches and pains, and I found myself climbing in and out of dinghies and up and down ladders more confidently than I had in two years. I was hooked! From then on, I bounced in the water in pools, around the boat at anchor, with friends, or alone.

The Lesson Is...

Of course, in Salinas I had the luxury of doing the water aerobics exercises in an ideal environment. We had a lovely swimming pool with a deep end for bouncing up and down, a shallow end for doing squats and overhead weight lifting, sides to grasp while doing leg lifts, and steps to sit on when you got tired.

My first attempt to do the exercises in open water came during a brief stint in the mangroves of Los Jobos while we waited for Hurricane Earl to show his hand. Another water aerobics buddy, Mary Liz Hepburn (S/V *Wandering Albatross*), and I took the dinghy to a relatively clear, deep spot and I jumped in with my water bottles and — oops! — promptly sank. Lesson number one: You can't raise your arms overhead and stay afloat. The stretching and weight lifting would have to be done on the boat before jumping in the water. But we were able to do lots of the other exercises and figured out when and how to use the dinghy ladder to substitute for the side of the pool. Lesson number two: Improvise with what you have on hand.

In Culebra, my water aerobics buddies, Debbie Alimi (S/V *Zoya*) and Nancy Nicholson (S/V *Fawkes*) and I discovered that there are jellyfish in the winter in Puerto Rico. While we never knowingly jumped into jellyfish-infested waters, we occasionally bumped into a transparent specimen, who promptly broadcast our presence to his legion of cousins, who then swarmed around us in the wonderful Puerto Rican tradition of welcoming visitors. A wetsuit served to protect us from their stings until we could scramble out of the water. Lesson number three: Look before you leap; and wear a dive skin or wetsuit in the winter, even in tropical waters, to protect your skin from those pesky stings.

In St. John (USVI) three new friends joined me for the few days we were at anchor in Rendezvous Bay. Before *Liahona* left, I made sure that at least one of them could carry on the job of leading the group. I received reports from them that they had enjoyed doing water aerobics with dolphins and turtles and even had the occasional whale sighting. Lesson number four: When you're not there, people see things. No, seriously, lesson number four is that doing water aerobics in open water can result in thrilling moments with sea creatures (other than swarming jellyfish).

During the week before the Antigua Classic Yacht Regatta, I expanded my circle of friends — literally and figuratively. What started as doing water aerobics with a few friends ended up in a group of a dozen ladies bouncing around, chatting and maybe doing some water aerobics. Someone would call from her boat, "Can I join you?" or someone would bring a friend or two and before you knew it, there was a crowd.

Lesson number five: Big groups tend to deteriorate into pairs or smaller groups of three or four, all drifting with the current away from the main group making it harder and harder for the group leader (me) to keep everyone on task. Lesson number six: When giving instructions to a large group, yell louder.

Another thing I learned in Falmouth Harbour, Antigua was that the current and wind will carry you away from your boat and after you have spent an hour exercising, your level of energy may not be up to swimming back to your boat against the current. Lesson number seven: Swim in front of the boat. Lesson number eight: Draw the line at swimming in white caps or squalls, even little ones.

In Trinidad, what started as my going alone to the little pool at Coral Cove Marina in Chaguaramas ended up with seven of us bouncing into each other like floating bumper cars. Conveniently enough, the pool had four corners into which half (more or less) of us would retreat, while only three of the group had to work at avoiding collisions during those exercises which propelled your body from one end of the pool



Whether done in the Coral Cove Marina pool in Trinidad (top) or in Saltwhistle Bay in the Grenadines (above), water aerobics is a 'no sweat' way to stay fit

to the other. Lesson number nine: Take turns doing space-intensive exercises, but keep moving.

One of my most important discoveries as I taught water aerobics to women and men throughout the Leeward and Windward Islands, though, was that the value of the opportunity to socialize often exceeded the fitness aspect. I learned a lot about the people with whom I swam, their past and present, their problems and woes, their hopes and expectations, their happiest moments, their tragedies. I made good friends and I think that I brought others together. I became a part of a community and I felt like I was giving back to that community. Lesson number ten: If they are talking and not keeping up with the exercises, it's okay; they are getting what they need to get out of it.

Things to Remember, or Many Do's and a Very Few Don'ts
Water aerobics can be fun, but you can also get hurt if you don't pay attention. Here are a few things to remember as you bob in the water.

—Continued on next page

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- Remember to breathe. Okay this sounds silly, but sometimes when you are working hard at a new or strenuous exercise, the tendency is to hold your breath. This can result in a rise in blood pressure, so breathe! Counting out loud is a way to make sure you are breathing, as it's impossible to talk and hold your breath at the same time. Talking is also a way to ensure you are breathing, but talking can distract you and before you know it you are floating away in the current and wind and bouncing against dolphins, turtles or even whales.

- Count your repetitions. As you do more repetitions your endurance increases. Now, you may say, "I'm already spending an hour working out. If I do more repetitions, I'll be there all day and then I will turn into a prune." This is true, unless you...

- Increase your speed. If you increase the speed with which you do the exercises, you can finish your routine in a reasonable amount of time. As an added benefit, increasing the speed with which you do each exercise makes you stronger. Water provides resistance, and trying to push through the water faster increases that resistance.

- Be aware of how each exercise makes your body move. You know the saying: For every action, there is an equal and opposite reaction. So, some exercises will make you go backwards or go forward, some will sink you, and some will send you crashing headfirst into the hard concrete edge of the pool. So be aware of what is happening and hopefully you won't end up far astern of your boat wondering how to get back.

- You may not feel it, but you are sweating. Exercise dehydrates your body. So, when you are done, go back to your boat and drink a big bottle of water.

- If it hurts, don't do it. Some of us have what insurance companies call "pre-existing conditions" such as torn rotator cuffs, carpal tunnel syndrome, arthritis, dementia. (If you have dementia, you have not understood anything I have written, so get someone to explain it to you.) Some of the exercises are great for strengthening the rotator cuff, but if it's already torn, it will hurt like... well, you know. So, don't do anything that is going to aggravate a pre-existing condition. You might be able to do the exercise, but do fewer repetitions and slow down to decrease the difficulty of the exercise. If it still hurts, don't do it. If you are very sore the next day, take a break and take it easier the next time.

- Keep moving. If you have had to skip an exercise that the group is doing (assuming the group has not deteriorated and everyone is still doing the same exercise), do something that does not hurt but that keeps your arms and legs moving.

- When an exercise gets too easy and increasing the number of repetitions or speed has gotten to a ridiculous level, try modifying it. Lifting your arms out of the water or putting your hands on your head can increase the difficulty level for many of the exercises. Going backwards, too, can make things harder and even work a whole different group of muscles.

- Warm up and cool down. Start your routine with stretches and lighter exercises, work up to the harder exercises (usually the ones you hate) and then finish by doing easier ones. (These usually involve a lot of talking and bumping into each other.)

- Be safe: work out with a buddy. If you must exercise alone, at least have a "spotter" on the boat check on you periodically. What if you get a leg cramp and you're alone? What if a killer whale surfaces next to you? You never know.

Getting Started

What you will need:

- A swim noodle (a.k.a. a "woggle" to Brits or a "weenie" to people with dirty minds, and you know who you are)

- Two water bottles
- Sunscreen to protect you from the lovely Caribbean sun

- A hat to protect you from the lovely Caribbean sun

- A flotation device if the noodle is not enough for you

- Someone to take your picture, because your kids will never believe it until they see it.

The Exercises

A picture is worth a thousand words and since I'm already up to 2,000 words, at left is a chart of the water aerobics exercises!

Neck & arm stretching: forward	Neck & arm stretching: backwards	Twist at the waist to one side, then to the other	Arm stretching: overhead and back
Weight lifting (full bottles): bend and straighten elbows	Weight lifting (full bottles): arms by ears, bend and straighten elbows	(Empty bottles) "The Butterfly": Move arms back and forth horizontally	(Empty bottles) "The chicken wings": Flap arms up & down
(Empty bottles) "The Indian Canoe": Row with arms, bicycle with legs	(Empty bottles) "The bicycle": Cycle arms and legs (forward, then backward)	"Cross-country skiing": Keep knees and elbows locked straight	"Jumping jack": Noodle down & spread legs; noodle up and legs together
"The frog": Feet together, legs up & noodle down; legs down and noodle up	"The scissor": Knees straight, left leg over right, right over left	"The pendulum": Swing legs from the waist (alternate sides)	"The push away": bend and straighten knees
"The twist": knees up, twist at the waist, kick out	"The row boat": Starting position	"The row boat": Pull noodle to you & bring legs forward	"The row boat": Bend knees & go back to starting position
Balance on one leg, then bend and straighten knee. Repeat with both legs.	Leg lifts: forward, sideways and backwards	Stretching heel cords, & hamstrings	"Salute the sun"... You're done!

Many thanks to my fellow exercise-chart models Nana Quintero (S/V Adverse Conditions), Elizabeth Meadows (S/V Skylark) and Sarah Smith (S/V Cape). The photographers were Jackson Verburg (S/V Appartition) and Annie Nicholls (S/V Gone with the Wind).

Also many thanks to Jeannette Deale (S/V Sea Lion) and Gostia Ziolkowski (S/V Aldebaran) for teaching me the exercises, and to my many swim buddies who were constantly suggesting ways to modify the routine to make it even more challenging!

For a copy of the water aerobics exercise chart, e-mail Willie Haskins, svlathona@hotmail.com.

TWO DOMINICA HIKES

by Heather B. Hamilton



Less than an hour's walk from the Prince Rupert Bay anchorage, bloodwood trees on the banks of the Indian River create 'a surreal patchwork of curves'

For many cruisers, visiting Dominica is the highlight of their trip through the Eastern Caribbean, its countless natural wonders prompting weeks of exploration. While the best way to discover the island is with a certified guide, cruisers on a budget — or those just wanting to explore a bit on their own — can find exciting walks minutes away from the dinghy docks at Portsmouth in Prince Rupert Bay.

While a guided tour up the Indian River is something you definitely should not miss, it's possible to get a different feel for the river on foot. In the 45-minute trip from town, you'll pass through jungle and dry forests full of magnificent tropical flowers and beautiful views. But the river itself is the real treat: it meanders through the forest, dappled sunlight flickering across the massive swamp bloodwood trees lining its banks. The trees' undulating roots spread across the ground in vast waves then dip into the water, creating a surreal patchwork of curves. Each vista is more amazing than the last, and everyone in our party exclaimed in delight and surprise each time we turned a corner. At the end of the trail lies the charming Indian River Bush Bar where you can enjoy a cold beer or the infamous "Dynamite" rum punch.

If you're feeling battered from your passage to Dominica, you might want to consider heading for a natural hot spring where you can soak your tired bones. The short (less than half an hour), easy walk from the Customs dock takes you through some beautiful jungle and past stunning bloodwood trees before you reach the natural hot tub — don't forget your bathing suit!

Both hikes are easy walks, but you may encounter mud and will need to scramble over roots, so wear appropriate shoes.

Heather B. Hamilton spent 15 years in Washington, DC trying to save the world before packing it in, buying a sailboat and setting out to see the world in November 2010. She and her husband, Pip, are currently exploring the Caribbean on Picaroon.



Above: The author relaxing in the natural hot tub

Directions for the Portsmouth Area Hikes

INDIAN RIVER HIKE: Leave your dinghy at the main fishing dock. Walk south along the main street. Turn left at the bus station; you will pass the cricket pitch on the way out of town. Turn right onto a lane with a sign marked "Rainforest Riding" on the right and a yard with heavy machinery on the left. You will cross a stream on a concrete bridge; about 100 metres after that, look for an electrical pole marked with a small, yellow plaque numbered "019584" and "SEG II" over "63" in red spray paint. There is a small trail off to the right just after this pole that will take you to the bar. You will need to ford one shallow stream on the way.

HOT SPRING HIKE: From the Customs dock just south of Portsmouth, turn left on the lane that leads you to the main road. This lane dead-ends into Michael Douglas Road right where it makes a sharp turn away from the water. Turn right to follow the road up a sharp hill. Just as the road starts curving right, you will see a small, gravel lane on the left with signs reading "Portsmouth Gospel Mission Assembly" and "Car Wash." Turn left on this lane and follow it through a group of houses until you reach a small, concrete bridge over a stream. Just before the bridge, a small trail leads off to the right. You will cross the small stream three times before reaching the hot spring at the end of the path.

UPCOMING CARIBBEAN SAILINGS

- OCTOBER, 2012: PORT EVERGLADES → NEWPORT → ST. THOMAS → PALMA DE MALLORCA
- NOVEMBER, 2012: MARTINIQUE → GENOA
- DECEMBER, 2012: MARTINIQUE → PORT EVERGLADES → GOLFITO → BRISBANE → AUCKLAND
- MARCH, 2013: MARTINIQUE → GENOA

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A Walk through a Tunnel to Martinique's Cascade Didier

by Devi Sharp

I admit that getting on a bus and going to an unknown place with sketchy directions in Martinique with limited French was a bit intimidating, but the trail to Cascade Didier turned out to be easy to find and a great hike. The day before our hike, my husband, Hunter, and I found the Pointe Simon bus station near the waterfront of Fort de France just west of the ferry docks and bought our tickets from the kiosk for the 104 bus to the Didier tunnel. We also wrote down the departure and return times, which are posted under a shelter for the 104 bus.

The time needed for this excursion would be cut in half if you could drive directly to the trailhead, but you can still easily make the trip from the end of the bus line.



The hike takes you through lush forest and you can see some of the current and historic water pipes and structures. Both of the waterfall pools are accessible for swimming, but we skipped the swim in the first waterfall and went upstream to the second waterfall. At the second waterfall we were able to climb behind the falls and take a plunge into the swimsuit-ripping-off falls. The hike back seemed easier, as it always is when you know the route. We stopped at the bridge before the last climb to the road, and went down to the river to wash our selves and our muddy shoes before getting onto the bus.



We brought the usual items for a day hike: food, water, basic first-aid kit, swimsuits and for this hike we brought a flashlight. I recommend a bright flashlight per person to make it easier to walk through the tunnel.

Devi Sharp is a retired wildlife biologist and is exploring the Caribbean with her husband, Hunter, on their sailboat Arctic Tern.



Above: You pass a diversion dam and other water-management structures

Top left: When you get off the bus, go left at the T intersection and walk through a well-lit tunnel

Middle left: The trail starts at a water treatment plant

Bottom left: You'll venture into a dark tunnel where you walk on two pipes

Below: The first waterfall looked very inviting



Directions for the Hike to Cascade Didier

Take the 104 bus from the Pointe Simon bus station to the Didier tunnel stop, which is the last stop on the line.

When you get off the bus you are at a T intersection. Take the left road and you will go through a short, well-lit tunnel. Keep walking on this road for about three kilometres. On your left (at a broad right turn) you will see a fenced-in enclosure surrounding a water treatment plant. There is a small parking area in a wide spot on the road next to the fence. The trail starts on the uphill side of the fenced area. If you get to the Didier water bottling plant you have gone too far by about 50 metres.

Walk down the hill on the trail, cross the river on a bridge and follow the trail up hill to the tunnel. In the tunnel you will need a flashlight as you walk on top of the aqueduct pipes. As you exit the tunnel you are about 15 minutes from the first waterfall. Follow the trail beside the river (right side as you are facing upstream). You will pass a water diversion dam and shortly above that you will find the first waterfall, which is about a six-metre drop with an inviting swimming pool.

The trail to the second waterfall starts on the left side of the pool of the first waterfall (facing upstream) and makes a rapid and slippery ascent and descent and back to the river above the first waterfall. From this point most of the trail is in the river, so be prepared to walk in the water. It should take about 45 minutes to get to the second waterfall. The drop is about 25 metres and when we were there we were able to swim to the falls and stand behind them.

Boarded and Shot in Bequia

by Colin Thomas

My boat, a Jeanneau 45, had been relaunched after a haul-out at Ottley Hall Shipyard in St. Vincent, and I was sailing her singlehanded down to Grenada, where I planned to leave her for the summer while I returned to the UK. I stopped to spend a few days in Bequia and anchored in Admiralty Bay, off Princess Margaret Beach.

Saturday July 21st started as just another typical day, familiar no doubt, to most cruisers: early rise, cup of tea in the cockpit, tackle a few maintenance jobs, followed by a swim and short trip ashore for provisions in the afternoon. My evening meal was followed by a movie in the cockpit and bed.



British sailing instructor, charter skipper and transatlantic passagemaker Colin Thomas says, 'I, like thousands of other yachtsmen, previously considered Bequia as one of the best and safest islands'

Inset: The popular anchorage off Princess Margaret Beach was the scene of the crime

Shortly before midnight something woke me and I lay still listening for a few seconds. What had I heard? Like most liveboard cruisers I seem to be able to sleep and yet be in tune with any unusual sounds at night, waking easily to any strange noise.

What was it? Was it something banging against the hull? Footsteps on deck?

I quietly got out of bed and then heard a deliberate knocking on the hull and a voice... "Hello, hello?"

"Yes?" I asked. "What's up?"

"We need a wrench and a light to fix our outboard," came the reply in a very local accent.

Perhaps at this point my guard dropped. This was nothing sinister. Just a simple request for assistance from someone in a situation I myself am quite familiar with.

"Wait one minute," I responded.

I pulled on some shorts, turned on the cabin lights, and then went into the cockpit — a big mistake!

It was a dark night with no moon and by the light of my somewhat dim cockpit light I could see two guys standing. I assumed in their dinghy, alongside.

"What exactly do you need?" I asked, but I instantly became aware that there were two others on deck, partially hidden by the spray hood. This was not good, and clearly not a simple request for help.

"Get off this f***ing yacht now!" I shouted.

Like most sailors I keep my winch handles in pockets in the cockpit and I instinctively reached for one of these, the good old Lewmar type weighing about two kilos. The spray hood was up and connected to the bimini; to get into the cockpit someone was going to have to duck under, and that, I thought, would be the opportunity to strike.

Almost immediately there was the sound of a shot and I felt the impact on my right thigh as I moved towards them. There was very little pain but I could feel blood as it ran down my leg.

All four guys began "running" in an almost comical attempt to get away from the yacht as fast as possible. I could hear one of them pulling the cord on the engine to get it started, another guy was trying to get under the yacht's guard wire rather than over it, and there were sounds of splashing, but I could no longer see them and had no intention of sticking my head out to try and do so. They were gone!

"Oh shit," I said to myself. I was still standing, and with care I could move, but I was alone.

I needed to stop the bleeding and get assistance, so hobbled and slid on my backside down the companionway steps. I grabbed several feet of paper towel, wrapped it around my leg, and limped to the chart table, almost slipping in a patch of blood.

I turned on the VHF. It was just after midnight. What channel? Easy solution: main set on channel 16, handheld VHF on channel 68 and transmit on both simultaneously.

"Any station Bequia harbour... any station Bequia harbour..."

Nothing.

On the main set, "Mayday, Mayday, Mayday!" etcetera.

Nothing.

In season there would be lots of people about at this time of the night but at this time of year I asked myself, who is likely to be listening? Back to channel 68.

"Any station Bequia harbour, this is the yacht *Summer Breeze*, location is off Princess Margaret Beach. I have been shot and need assistance."

"*Summer Breeze*, this is Fatman Taxi, can you repeat?"

"Thank God," I thought, and I repeated the message.

"Okay, I will call police and coast guard," he said. "Stand by."

Then another unidentified voice responded but I was unclear if he was talking to me.

"*Summer Breeze*, this is Fatman." "Yes, Fatman?"

"I have called the police and coast guard, and they are on the way."

Many thanks to Fatman — Kenrick "Blinks" Peniston — for ably handling my distress call.

At this point, the whole incident, were it not so serious, became almost farcical. I had had no direct contact with the police. I could hear background conversations on the VHF being made between Fatman and the police, but on their cell phones, as he told them my location and described what had happened.

"*Summer Breeze*, Fatman."

"Yes, Fatman — go ahead."

"The police don't have a boat. Where exactly are you?"

"About 200 metres off Princess Margaret Beach," I replied. I thought that if the police do not have any means to get to me it hardly matters where I am!

Then another voice came on the radio, identifying himself as a fishing boat captain and asking my location. He was unsure where Princess Margaret Beach was. It transpired that the skipper, Chad Charles, was from Petite Martinique and not that familiar with Bequia.

Chad said he was lifting his anchor and would come to me.

"Could you put up a flare?" he asked.

"No," I responded. That would require two hands and I was still applying pressure to the wound. I would instead shine a bright light to guide him.

I gave directions how to find me and Chad eventually pulled alongside about an hour after I was shot, talking to the police as he did so. While his crew secured their boat to mine, Chad came aboard and informed me that the police were on the beach close to Jack's Bar — the closest they could get. Could I go and fetch them?

At this point I needed medical assistance and was neither fit nor in the mood to run the police about, but I realized that if I was going to get ashore it would have to be under my own means.

Chad and his crew lowered my dinghy off its davits and we set off to the beach where there is a dinghy dock. The police were there and wanted me to walk the 60 to 80 metres up to the road where they had parked.

"No," I said; it would be easier to go in my dinghy to the town dock where the cruise ship tenders tie up. The police could meet me there.

Just as we were about to set off, the police informed me that the coast guard boat had arrived from St. Vincent but they also were not sure where to go. Guided by the police via cell-phone, they started heading towards us.

Chad and I set off towards them and I was transferred to the coast guard boat and then on to the town dock, where I was met by an ambulance and a nurse.

Bequia's small hospital is only a short distance from the dock and within minutes I was lying on the couch, having the wound cleaned by a nurse and inspected by the duty doctor. Without an exit wound, X-rays would be required to determine where the bullet was. It was clear this was a small calibre bullet, most likely a .22.

—Continued on next page

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Back to the coast guard boat, a short stop at my yacht to get some overnight essentials, and then across the channel to the main hospital at Kingstown for X-rays, where we arrived just before 0400 hours — almost four hours after I was shot. Chad kindly said he would stay alongside my yacht as security until he departed at daybreak.

The X-ray showed that the bullet was close to the femur. I was admitted to the Milton Cato Memorial Hospital and spent a total of six days there. The care I received was fantastic. This is a small hospital and not as well funded as we in the larger, wealthier nations might expect, but it lacked nothing in compassion and the standard of care.

Kindness

Without exception, everyone I met after this shooting apologized for the actions of the attackers, who were assumed to be their fellow countrymen. They were dismayed and embarrassed, but most felt the boarding and shooting were not the actions of native Bequians.

The Bequia Tourism Association sent a lovely "care package" to me while I was in hospital; it was delivered by taxi driver Hermus "Trembler" Ashton, who took time to stay and chat. I also received visits from the Honorary British Consul Donald Browne, who is also the Chief Magistrate; and various police officers, including Officer Melica Kirby, who brought me up to date regarding their enquiries.

Following my discharge from hospital, the St. Vincent & the Grenadines Ministry of Tourism and the SVG Hotel Association arranged for my transportation to the Paradise Beach Hotel and a short stay there free of charge; and then the SVG Tourism Authority organized a flight to Grenada on LIAT so I could catch my flight to the UK.

Bequia's waterfront services provider Winston Simmons, otherwise known as "African", was a star. He not only moved my yacht from its location at anchor to a more secure place on a mooring close to the Frangipani Hotel, but he also sent clothing to me while I was in hospital, and organized the delivery of my yacht to Grenada.

Questions

This incident could easily have ended in tragedy. The perpetrator did not aim at my leg — he simply aimed at me. I was lucky that the bullet hit me in the leg; even a .22 at that close range could have killed me outright had the bullet hit me somewhere else. Had it severed the femoral artery I could have bled to death before anyone could come to my assistance.

These criminals came with the intention of stealing rather than shooting. The shooting panicked them and they fled the scene, taking nothing. I had very little money aboard (preferring to draw only small amounts from ATM machines as required) but of course the usual electronic gadgets. I imagine I was viewed as an easy and rich target, but it is frightening how easily the trigger was pulled.

The police and emergency services in Bequia (and most of the Grenadines) are woefully equipped to respond to an emergency of this type. Without a boat they could not come to my aid. Without a boat, how could the police conduct follow-up enquiries, visiting

and questioning persons aboard the other yachts and ships close by? A speedy response by boat might just have enabled the police to search the anchorage and possibly catch the guys who shot me.

The very next day there was a theft from a French yacht also in Bequia, but the thief was caught shortly after as he attempted to board the ferry to St. Vincent. Inexplicably he was given a suspended sentence — not the message I would have sent!

Aside from this incident, in almost 30 years of chartering and cruising in the Caribbean I have met nothing but friendliness. Yachtsmen are in general welcomed as valued visitors who clearly contribute much to the economy of the islands. Each island has its own unique identity. The main island of St. Vincent has had a few isolated incidents over the past few years along the leeward coast, but I, like thousands of other yachtsmen, previously considered Bequia as one of the best and safest islands.

Crime in the islands, and violent crime in particular, is on the increase and criminals are both free and able to move between the islands. A few years ago the resi-



Summer Breeze sailing into Bequia in happier days

dents of these islands knew each other and strangers/criminals were fairly easy to identify. Not so today.

Lessons Learned

Intruders with the intention of robbing boaters, especially at night, are our worst nightmare. So what can we do?

No one has the right to get aboard your vessel without permission. Even the authorities will identify themselves and seek permission to board. If there is anyone on deck without permission they are there with the worst of motives.

In the islands most thieves are opportunists and it would take a day or so for them to identify a so-called "soft" or vulnerable target. So, unless anchored or moored close to other yachts, do not stay in any one place for a long time.

If you hear noises at night do not turn on cabin lights and do not go into the cockpit. Turn on deck lights if you have them and assess the situation.

Criminals can assess your deck layout, but below deck is your domain. Keep it dark; wake other crewmembers. If intruders cannot see into the cabin, the sound of voices may just be a sufficient deterrent.

If inclined, get a weapon.

If suspicious, call a security channel if available (see below). I will be fitting a motion sensor with automatic lights as well as a bright deck light at the first opportunity.

Suggestions

The police and coast guard should have a higher profile in Admiralty Bay, with regular — but not predictable — patrols by a boat on the water in addition to patrols along the shore, at night especially.

Police should be equipped with VHF radios and be listening on them 24/7.

Let's have a dedicated Security Channel (perhaps VHF67?) to be used in all the islands, with all yachts encouraged to tune to this and leave it on at night. If charter guests find this intrusive then the skipper can take his handheld to bed.

The tourism offices via the Customs and Immigration office should give each and every visiting yacht a flyer (in several languages) with details of all emergency radio channels and phone numbers. This information should also be provided on a notice board.

In the case of Bequia, divide the anchorage into various designated areas so that, should there be an emergency, visitors can give their location easily. This would also help when getting a water taxi. I was surprised how many people didn't know where "Princess Margaret Beach" was.

Repercussions

Apart from the medical issues, there will not be much in the way of long-term repercussions for me personally. But for others?

I operate charters and sailing courses aboard my yacht. The questions most frequently asked by my students and charter guests are:

"Is it safe to leave valuables aboard?"

"Is it safe to walk around ashore after dark?"

"Is it safe to sleep with hatches open?"

For 29 years I have been able to reassure them that the islands are safe. But how will I answer these questions in future?

For St. Vincent & the Grenadines there could be serious and long-lasting issues. News of a yachtsman (or other visitor) getting shot in the course of an attempted robbery will inevitably reduce the numbers of visitors. We need to feel safe!

The onus is now firmly on the shoulders of the Government of St. Vincent & the Grenadines to solve these problems. When I return, I would like to see a better equipped police force with a much higher profile. If I do not see this then I will change my proposed itinerary. I simply cannot expose my clients to these risks.

Colin Thomas is an RYA Yachtmaster Ocean Instructor with almost 30 years' experience of sailing in the Caribbean and 17 trans-Atlantic crossings. Colin has been principal of his own sailing school and operating his yacht Summer Breeze in the Eastern Caribbean islands every year since 2000.

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message courtesy doyleguides.com

Cruising is an art and those of us who pursue this art define it in different ways. However, the motives that most of us share are satisfaction and enjoyment. We invest a great deal of time and money to make our lifestyle as cruising sailors possible.

When we outline a cruise we pick an area that will serve our definition of cruising. It does not have to be far from home, but it can be halfway around the world. No matter the distance, there is planning involved. Provisions need to be put on board; the boat needs to be equipped with all that is required to make our trip safe. Our route needs to be reviewed, and so do the probable sea conditions that we will encounter. Weather patterns for the time of year and the area we will cruise need to be studied. Research needs to be done to determine what documents we will need and what procedures we will need to follow to gain entry to a foreign country if we go outside of our own borders.

As we undertake all of the above, we naturally assume certain things. One of these is that the effort will produce what we are looking for — satisfaction, enjoyment, etcetera.

In the back of our minds, we may have other concerns. What if one of us gets hurt or falls ill? What if we encounter really bad weather? Do we have to do "overnights", the bane of many cruisers who do not have night-sailing experience? Do we have to go offshore, the bane of those of us who fear being out of the

who would seek to rob us and possibly hurt us in the process. This fear is growing among cruisers and justifiably so. We are anxious because we do not know what to do if we are victims of such an act. Reports of crime, and in particular violent crime, against cruising boats are on the rise.

There is a difference between theft and violent crime and, in cases of offshore boarding, piracy. Theft has always been a concern for maritime vessels whether they are commercial or pleasure craft. Capt. Joshua

well as for his vessel and its gear.

Perhaps our greatest fears were realized when the crew of the sailing yacht *Quest* was murdered by the pirates who had attacked their vessel in the Red Sea. When a boat chases you and you see that the occupants are pointing guns at you, you can assume that they are not trying to sell you fish! Venezuelan pirates use similar tactics and automatic weapons. As cruising boats we have no defense whatsoever against them — other than avoidance.

The fear of having our dinghy stolen and the anger that results from finding it missing are very different than being chased by a boat with six men aboard all armed with high-powered weapons. Or being woken in the dark of night at an anchorage by someone in our cabin, armed and ready to do us harm. Or the type of fear that was reported by Bernice and James Ludwig of the sailing vessel *Shea-Lena* in the Letter of the Month, *Caribbean Compass* April 2012, as they related the "pitch of fear" that was evident in the woman's voice who was calling on her VHF for help, screaming, "He is trying to break in!"

Exercising Rights or Prudence?

Derek and Ariel Hillen of the sailing vessel *Tehant-li* discuss "avoiding piracy" in the June 2012 members' bulletin of the Seven Seas Cruising Association. What is noteworthy is that they say that "many sailors believe it is their right to sail the oceans" when in fact it is a privilege. They ask, "Would you go to sea in a hurricane because it is your right?" They are saying that we need to get over thinking it is our right to sail wherever we wish in safety, because that is not always the case.

Prudence must prevail. We use prudence when we set up our routes and waypoints. We avoid rocks and reefs. We use prudence when we check the weather forecast, to avoid heavy sailing conditions. We use prudence when we set our anchors, to avoid breaking free and going adrift. We use prudence to maintain our vessels, to avoid having a breakdown that can result in damage to our vessels and injury to ourselves.

The key word is always "avoid" and it is avoidance that reduces fear and anxiety.

What do we do about the possibility of crime against us? Principally we worry. Some of us decide to buddy boat. Others discuss carrying weapons. Weapons are not the answer unless we are trained to use them and we have the same firepower that the pirates have. The truth is that in most cases there is not much you can do once you are being boarded, other than fight for your life or accept the boarding and hope for the best.

The best tactic to avoid crime is to be prudent and the best way to be prudent is to avoid crime.

Risk Assessment and Avoidance

What is the best way to avoid crime? There are many ways to avoid crime but the single best method is to avoid those areas where there is a propensity for or probability of crime. There are no "safe zones" within dangerous areas. There are no safe maneuvers. If you buddy boat, it only means that if armed men in a fast boat are overtaking you, a number of you will be overtaken rather than one. This is not a case of safety in numbers.

We all like a bargain but if to get a bargain we have to deceive ourselves into believing that Venezuela has "safe zones" then we have no one to blame but ourselves if we become victims of crime. We go cruising to enjoy; why would we put our life and the lives of our family and friends in danger?

—Continued on next page

CRUISING WITH(OUT) FEAR

by Frank Virgintino



ELANNE COOKIN

Prudence must prevail. The beautiful Peninsula of Paria in Venezuela is currently not considered safe to cruise

sight of land? The list of things that concern us goes on and on and becomes the subject of many a discussion between cruisers when they gather.

Facing the Fear Factor

However, there is one fear that is perhaps greater than all of our normal fears, and that is the fear of being boarded, either at anchor or underway, by those

Slocum of the yacht *Spray*, when sailing around the world alone (he began in 1895 out of Boston), put thumbtacks on his decks at night when he anchored off South America to deter the Native Americans from stealing. He said that he slept soundly at night but waited to hear a "yelp" from barefoot would-be burglars. He was concerned for his own personal safety as

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Before we leave port we must investigate the areas that we will cruise to determine how safe they are with regard to crime against cruising boats. In the



Red Sea pirates: If the guys approaching are equipped with assault weapons and boarding ladders, they're probably not fishermen!

Caribbean, we can review the Caribbean Safety and Security Net (www.safetyandsecuritynet.com) and also the Noonsite piracy reports (www.noonsite.com/General/Piracy) to see what has happened. The news of what has happened is equivalent to a police blotter: it gives us the history of events that have transpired in different areas over time.

However, to predict what might happen in the future requires doing probability studies or, as the military calls it, "risk assessment." We must review what has happened and classify the events as to the risk that each type presents. Then we need to weigh the factors that lead to the statistics and from that conclude what the risk is going forward.

Consider the following tables. Table One compares violent crime versus non-violent crime against yachts as reported in selected areas and in the Lesser Antilles as a whole. Table Two compares violent crime versus non-violent crime against yachts as reported in the Venezuelan offshore islands and the Venezuelan mainland. (Violent = assault, and assault and robbery; non-violent = all other.) Once we see a high percentage of crime in an area, especially if that crime is violent, it is incumbent on a prudent skipper to avoid that area. The Caribbean Security Index (www.freecruising-

guide.com) is an index that compares past crimes in different areas of the Caribbean and undertakes to review the infrastructure of a given country or location with a resultant rating. For example, let us compare

St. Barts, Grenada and the mainland of Venezuela. The following is a summary of the ratings those areas receive, based on the probability of a crime against a yacht occurring. In St. Barts even the thought of a crime seems to be illegal! Why is that so? Is it that they have a superior police force or are there other factors operating as well? What factors are present that has made the mainland of Venezuela so dangerous in recent years?

St. Barts's

- Ratings: In harbor 9.8 Anchored out 9.8
- Mitigating factors: This "Jewel of France" has a strong but invisible police presence that discourages so much as a criminal thought.

Grenada

- Ratings: At marinas 9.6 Anchored out 8.6
- Recommendation: Good place to visit, with low crime, good yachting facilities and repair opportunities. Nice anchorages and harbors, and the company of many other cruisers.
- Mitigating factors: Grenada has a small population with a high literacy rate and a long and profitable history of catering to cruisers.

Venezuela

- Ratings: In harbor 6.8 Anchored out 4.5
- Recommendation: Avoid this country.
- Mitigating factors: Venezuela is a country in chaos, without a rule of law or a process that allows for



What are the factors that make St. Bart's virtually free of crime against yachts?

redress in the event of a crime against a yacht. The government recently announced they would appropriate yachts of Venezuelan citizens. Uncertainty surrounding government policies, coupled with high unemployment (nearing 50 percent), has led to a heightened level of criminal activity. While our research indicates that the off-lying islands have experienced less crime against cruisers than the mainland, CSI recommends complete avoidance of Venezuelan waters at this time.

Given the continuing rise in reports of crime against cruising boats, going forward the prudent skipper will review crime statistics as much as he reviews weather and sea conditions. In fact, we will use the same strategy that we have always used to navigate around reefs and rocks. We need to understand where the crimes are and what types they are — and then "go out of our way to avoid them!"

Frank Virgintino is the author of *Free Cruising Guides* (www.freecruisingguide.com).

TABLE ONE

Violent vs. Non-Violent Crime against Yachts in the Lesser Antilles, 2008-2011

	LESSER ANTILLES	GRENADA	GRENADINES	ST. MARTIN
Non-violent events	191	72	65	5
Violent events	17	4	12	1
Total 2008-2011	208	76	77	6
% violent	8.2	5.3	15.6	16.7

TABLE TWO

Violent vs. Non-Violent Crime against Yachts in Venezuelan Islands & Mainland, 2008-2011

	ISLANDS	MAINLAND
Non-violent events	25	12
Violent events	19	9
Total 2008-2011	44	21
% violent	43.2	42.9



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SEPTEMBER 2012

♈ ARIES (21 Mar - 20 Apr)

Your course will bring you romance after the 7th but potentially rough seas and misunderstandings after the 17th. Enjoy the interlude between and get the relationship on the right tack before rough weather hits, to avoid going on the rocks.

♉ TAURUS (21 Apr - 21 May)

Let the favorable winds in creative and verbal skills work their magic and don't let choppy seas in your love life throw you off your productive heading.

♊ GEMINI (22 May - 21 Jun)

You may get counter-currents in the details of any innovative attempts and find yourself making little or no headway. After the 17th the tide will turn and skies will begin to clear, and by the 23rd it will be smooth sailing.

♋ CANCER (22 Jun - 23 Jul)

As romance sails away over the horizon you may find great analytical energy. Be careful not to be too negative at this time or comfortable relationships could turn into squally ones and this will take a toll on your self-confidence.

♌ LEO (24 Jul - 23 Aug)

Shipboard romance is encountering some heavy seas and fluky winds. It will be demanding and enjoyable at the same time, a real love-hate relationship. There will be potential for outright fights, with each person wanting to be at the helm.

♍ VIRGO (24 Aug - 23 Sep)

This should be a very creative month with excellent verbal acuity. Your attention to detail will prove to be the wind that drives your productive VMG.

♎ LIBRA (24 Sep - 23 Oct)

You will be able to relax and just "work on business" at your leisure for the next few weeks. After the 17th there will be an influx of verbal abilities, which will be assisted by a fresh breeze of ingenuity after the 23rd. Set an appropriate course now as it will all lead to a landfall with excellent business potential in October.

♏ SCORPIO (24 Oct - 22 Nov)

Mars is in Scorpio, so you could be a real scorpion to live with and your stinging all around you would have detrimental effects on your love life. Time to engage your better self and carefully choose your sea battles.

♐ SAGITTARIUS (23 Nov - 21 Dec)

Romance will be the following sea to drive you along on the "fun" course this month. Ignore the fickle breezes in creativity and the pickiness of others, and just enjoy yourself.

♑ CAPRICORN (22 Dec - 20 Jan)

Concentrate on your communication and invention skills for the first three weeks to set the sails for romance in the coming month. Don't let the eventual ebbing of these skills worry you — next month will be worth all that hard work you invested.

♒ AQUARIUS (21 Jan - 19 Feb)

It could be real head seas and rough going in romance after the 7th. Bickering and arguments could erupt with a female who demands to set your course as well as her own and will not back down. You will need all of your analytical skills to get through this aspect.

♓ PISCES (20 Feb - 20 Mar)

Creativity and communication will be a slog to windward. No matter which course you set, the winds will shift and you'll need to correct it. But this too shall pass.

HUMILIATING

Island Poets

It's humiliating

The reported violent activities that keep developing

How can we trespass?

How can we abuse our tourist industry? How can we not speak out for such a worthy cause?

Revenue is gained from our tourism industry

Income is generated for the family

Yet our revenue earner we are abusing

Wicked thoughts we are conceiving

Abusing our visitors

Disgracing our blessed country; like wildfire the story spreads to potential visitors

How can we progress when we're constantly walking backward?

How can we move forward when we self inflict pain that pushes us backward?

Please! Let's progress as a country

Let's not destroy our tourism industry

Instead let's build on the foundation

Let's be creative and fully capture the imagination

Mr. Tourism Minister, let's keep the patrol boat in the waters

Let's protect our visitors

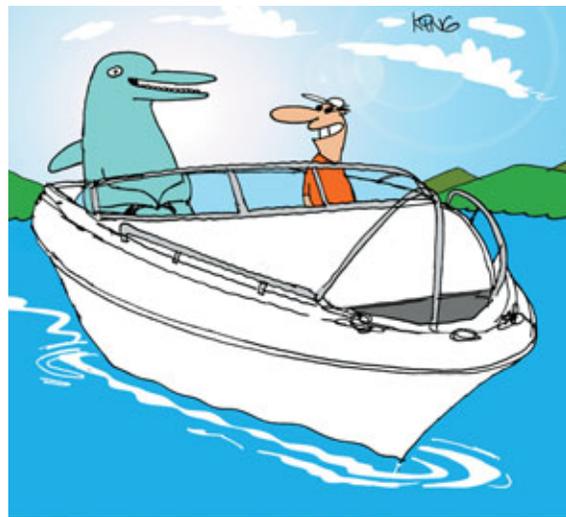
Let's buckle up and be serious about tackling the issue

Please, I beg you!

— Dillon Ollivierre



jerry king



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

Living on the Hard for Hurricane Season

by Grace Cheasley, age 7

I live on a boat. My boat is called *Oumã* and this is my story about living on my boat on the hard in St. Martin and how it is different from living on the sea. I don't always live on the hard; I sail around and have lived on the sea for more than three years. We are on the hard because we had to haul out for the hurricane season.

First our mast came off, but I didn't see it. Then *Oumã* was lifted by a crane. Two material straps go up and join with chain to hooks attached to the crane. One strap goes under the bow and the other under the stern. Daddy dived under to look if they were properly okay. The crane is very, very loud when its engine comes on. I really don't like it. Well I do like it because my brother is right, it lifts the boats and it has a good master who drives it and knows what he's doing but it is noisy and a bit smoky. The crane lifted *Oumã* and turned around and put her down on the ground. We are at the edge of the boatyard next to the rocks and sea. I am happy we are still close to the sea.

When *Oumã* is in the water we make our own water — we have a water maker. We make clean water from the sea and we can drink it. Now we drink land water and I don't really like the taste of it. It is hotter with no water surrounding the boat and just to say our boat is blue and it's steel so my Dad had to put aircon on or we couldn't survive! We'll have to get rid of it when we go sailing though. A good thing is we can bake any time (especially if I read the ingredients to my Mum) because we have the aircon. That's lucky because it's my birthday next month and I can't wait for it. I don't know what type of cake I will have yet.

I like being in the water because you have the movement of the boat. It's like being in a hammock. Imagine you're in a hammock and you're swaying and the hammock is the boat. I miss the swaying and I miss the sound of the sea on the boat. In Grenada we heard slapping and hitting under the boat. It was the fishes under the

Right: In the boatyard my brother and I can get off the boat



Below: I have my own coconut tree in the yard... When I get upset I climb up it!



boat in the shade but they were running away from the big fish. It was a bit like tag but nasty tag because the big fish was always 'it' and was eating the little fish. Yesterday we saw something interesting and peculiar. Dad shouted to come and look and we saw an eel swimming close to the rocks at the shore.

I like living on the water because I am a wild girl. I like swinging on the ropes and walking on the boom and trying to climb the mast. It's fun. I can climb the first steps but I need a harness to get to the top of the mast. I can't now

because the mast is off the boat for hurricane season. You should take the mast off. It's safer for us, there are no worries of the mast blowing down in a hurricane and crashing into the boat.

Have I ever been in a hurricane? Yes and No! I was in hurricane-force winds; that was the closest to it, but my brother and I slept through it. It was in Morocco and some of our friends didn't have a good time. A pontoon broke and one catamaran hit our friends' catamaran and it made a hole in one of their hulls. You could see right through it, like a window but open. Thank goodness it was above the water line or they would have sunk. I never, ever, EVER want to be in a hurricane because I am worried our boat will be broken.

The boatyard is very dirty but it's very fun because you can get off and run around and play especially with my little brother. Now we climb down a ladder to get off *Oumã*. I can go ashore anytime but I have to shout "Grace ashore!" so my Mummy knows where I am. My brother and I made a secret hideout but we are going to have to build a new one soon because the manager of the yard needs the wood to put against the boats. When all the boats are secured we can use the left over wood and the really good thing is there are only three more boats to come out. Also, I have my own coconut tree in the yard. When I get upset I climb up it. It's very small and has no coconuts but it's a nice place. I feel comfortable and protected.

What I don't like is my new job. I have to fill the toilet bucket up with sea water. I fill it from an orange bucket. I dislike doing it because the bucket gets heavy and it's hard not to get wet and it's hard to get under the boat without hitting my head — sigh. And, I mustn't touch the blue paint under the boat because it's toxic. That means it's poisonous and if you touch it you can die.

I hope there won't be a hurricane but if a hurricane does come through my boat will be safe. We're not going to live on the hard forever and I am looking forward to going back in the water and I can't wait for us to be sailing again. I want to sail to New York!

The End

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COMPASS FICTION

Left Floating

by Tyler Gregory

There they are. *Knew* it. You better believe I knew. I can read these people like a book. No more paddling. I'm going to just float here in my little yellow raft, not a care in the world. Like they were really going to leave me in the middle of the ocean. I mean, what? Over an anchor? Okay. I threw your anchor overboard. Did I ever say I knew how to sail? I'm going to tell them I didn't bother paddling. It never crossed my mind. Not once. I knew they were coming back. Better believe it! I knew.

They're all going to go. "Oh, please accept our apologies."

Yeah, right!

And I'm going to go. "You yacht people really suck!"

"We think you slightly *over-exaggerated* your cooking-skills." In all sincerity, what the hell? I didn't know it was bait. Do they think I would purposely barbecue bait? Like they never exaggerated in their whole lives? "No, no, we don't exaggerate. We're Yacht People. We never exaggerate. Not in our *whole* lives did we ever once *exaggerate*."

Yeah? Well, you sure can set someone adrift without food, or water, can't you? Yeah, you got that down. And where's my bag? This isn't my bag! This? Are they serious? Yacht people, I mean come on! I don't think so.

Oh! And, "Our wine's gone! Oh, goodness me! Heavens to Betsy, you drank all our wine!"

Waaaaa! Right here I got your precious *Pooie-Foosie!*

Well, they came back, didn't they? How sweet! 'Bout damn time. Yeah, wave-wave; you see me, the little guy you blamed the fire on? Yeah, here I am! Hooo-hooo!

Okay, throw me the rope and start apol... Okay, they want their bag. Jesus, let me run get it! Here's your bag, Mr. Mirror Sunglasses, captain, sir. Hope I didn't bruise it.

Oh, what's he doing now? That is my bag!

Jesus! Heave it at me, why don't ya?

Oh, okay... Yeah, I'm so worried. You're really going to leave me in the middle of the ocean, again. Talk about milking a joke! Come on! Putting up with you people day in, and day out. What? I'm the first person ever asked for a raise?

Yeah, okay, that's fine. Have your little fun... And I'm NOT a peeping-tom! I truly resent that!

I was just curious. You yacht people do some strange shit.

Whatever.

Here I am again, not a care in the whole wide world. Catching some rays in my little yellow raft.

Everybody's a comedian.

MERIDIAN PASSAGE OF THE MOON

SEPTEMBER - OCTOBER 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-Loiaire 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 flows 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 Loiaire charts. Fair tides!

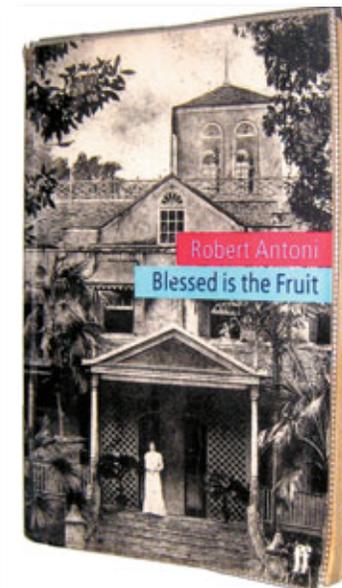
DATE	TIME	21	1649	12	0905
1	0012	22	1748	13	0954
2	0058	23	1845	14	1046
3	0142	24	1940	15	1140 (new moon)
4	0227	25	2031	16	1238
5	0313	26	2120	17	1338
6	0359	27	2203	18	1437
7	0446	28	2252	19	1540
8	0539	29	2337	20	1640
9	0623	30	0000 (full moon)	21	1737
10	0712		October	22	1629
11	0801	1	0022	23	1919
12	0850	2	0107	24	2005
13	0938	3	0153	25	2050
14	1028	4	0240	26	2134
15	1117 (new moon)	5	0327	27	2219
16	1208	6	0416	28	2303
17	1300	7	0504	29	2349
18	1335	8	0552	30	0000 (full moon)
19	1451	9	0614	31	0035
20	1550	10	0728		
		11	0816		

BOOK REVIEW BY J. WYNNER

Prayer of the Beads: Two Women's Tales

Blessed is the Fruit. by Robert Antoni, Faber and Faber Limited ©1998, 399 pages. ISBN 0-571-19537-7.

Part of a line from the "Hail Mary" prayer of the beads, *Blessed is the Fruit* is the title of Robert Antoni's second novel. In fact, the Detroit, Michigan-born, Bahamas-raised author with a Trinidadian family history of over 200 years, who carries passports of the three countries, begins his novel with the "Hail Mary" invocation, one of the prayers which Catholics say when reciting the rosary, or as it is sometimes called, chaplet — the chain of beads they roll between the thumb and index finger as they recite the prayers.



Antoni situates his tale in Corpus Christi, at the d'Esperance Estate of Lilla Grandsol, the white mistress who inherits the place when her mother passes on. But that's it for the Divine; the nearest the story gets to the spiritual is in the name of the location, Corpus Christi; the title, "Blessed is the Fruit"; and the incantation at the beginning of the novel, from the prayer of the beads, a rite that Lilla and her mother diligently perform, even if Lilla's prayer isn't as devout as it ought to be. "With my nose against the glass, eyes closed, chaplet dangling from my right hand, my left hand was busy also. The more I continued, the more pleasurable the sensation became... (And it was years later, an adult, that I lay in my bed rolling beads in just this way, when a quote from the Bible flashed back at me: the words of St. Paul... *Let not thy right hand know what thy left hand doeth*....")"

Antoni's novel is not the kind that one can easily absorb. It is a protracted read. *Blessed is the Fruit* is a secular and complex work relating the hellish lives of the two protagonists, Lilla, who relates her story in the first section of the book, which the author calls "first chaplet: d'Esperance Estate", and Velma Clarine Bootman, her black servant who tells hers in the "second chaplet: A World of Canes".

Between these two sections lies "Sleep" — a reading nightmare, really, and one in need of interpretation. The "third chaplet: Bolom" is the final chapter. The novel is laced with symbolism and rich but repetitive language dealing with race, religion, culture, and of course relationships, foremost of which is the relationship between Lilla and Velma.

But, before these major parts of the novel, right after the Hail Mary recitation, comes the preamble to Bolom, the name Velma gives to the child she is carrying in her womb, a name from "folktale stories of the forest, and obeh, and magic... Mythical unborn child struggling for life, destined to die before his birth." And did Bolom struggle for life! Velma tries every imaginable means to do away with him. "Those stews of green papaws, castor oil, of *womb-fruit*: vile-tasting concoctions resulting in nothing more than chronic diarrhea. Still alive after all those doses of quinine tablets... all those mornings of cursed obeh burnt rags pressed into her armpits... still alive after all those mornings of binding her belly." Jumping from a flamboyant tree did not work either.

In their turn, both women address their tales to the unborn Bolom. There isn't much, if anything, to cheer about in their stories: both are heartrending, each in its own way. In Lilla's chaplet, "d'Esperance Estate", she recounts her family history with a philandering, scamp of a father and an alcoholic mother and being locked in her room as a child. Her happiest times spent on the decaying estate are with her beloved playmate Dulcianne, the black housekeeper's daughter, but that happy time has a twist to it and shortly after, Lilla is sent away to the Ursuline Convent, a Catholic boarding school on the other side of the island. She also tells of her marriage to a gay husband who takes off to England with his lover, and of Velma stepping into her life the day after her husband's departure.

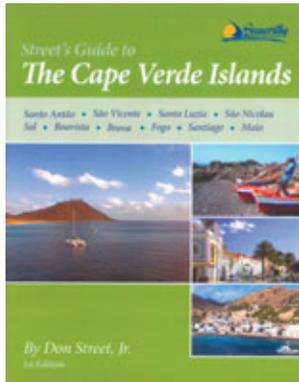
"A World of Canes", Velma's chaplet written in dialect, is a story of abject impoverishment, of being abandoned by her mother, of being raped as a child, married to a worthless husband, losing four children, and being suicidal. It does not get much better, even when Vel moves in to the crumbling house at d'Esperance Estate and a bond is formed between the two women, who become devoted to each other. Vel employs a desperate measure to guarantee that the two women remain together.

Yet, all things considered, in spite of the complexity of the novel and the challenging "Sleep" section's indecipherable read, there is no doubt that Antoni has presented a mammoth work of art. The book's prose is beautiful and has a likable story-line with some major and minor unconventional characters — unique among them, "blessed is the fruit" of Velma's womb, Bolom.

This book is available from bookstores and on-line booksellers. For more information on the author visit www.robertantoni.com.

The Cape Verdes Revealed

Street's Guide to the Cape Verde Islands, by Don Street, Jr. ©2011. Seaworthy Publications. Paperback, 8 1/2" by 11", 172 pages, color and black-and-white photos and sketch charts. ISBN 978-1-892399-34-2.



Don Street has a message for all sailors planning to cross the Atlantic from Europe to the Caribbean via the tradewind route: "Forget about spending Christmas in the Caribbean, which forces you to cross the Atlantic in late November and early December when the trades are erratic and sometimes light to nonexistent. Instead, spend Christmas cruising and exploring the Cape Verde Islands and set off in late December or early January, after the trades have settled in, and be almost guaranteed a fast passage."

In this book, Street shows that the Cape Verde Islands (please note that Verde is pronounced "vayr-deh", which is Portuguese and Spanish for green, not "vurd", which just sounds ugly) are more than a pit stop for those who suffer gear failure or contrary winds after leaving the Canary Islands. They are a potential cruising ground in their own right.

Don is quick to point out that "the Cape Verdes are not the Virgin Islands. "While

there are several good harbors with interesting towns and villages ashore, the coastlines are unreliably charted and underdeveloped... and offer the yachtsman who is skilled in coastal piloting and eyeball navigation a wonderful opportunity to wander off the beaten track."

Why has this ten-island archipelago remained relatively "undiscovered" for so long? Don notes that in the 1970s and '80s, burglary was a problem, and "until 1990, the representatives of the Communist government who performed clearance formalities were officious, obstructive, unfriendly and generally a pain in the backside. And, for the longest time, the islands had absolutely no infrastructure to cater to yachts." Don reports that all this has changed.

He also observes that, "Of the sailors who did visit the Cape Verdes, most stopped in Mindelo, on São Vicente, and judged all the Cape Verdes from what they experienced there. This was unfortunate, because the other islands of the Cape Verdes are quite different..."

Finally, he says, "On top of all this, very little cruising information has been available from published sources."

And that's where this book comes in. Don cruised the Cape Verdes aboard his engineless yawl, *Iolaire*, in 1985 and '89, and aboard the 88-foot ketch *Sincerity* in 2005. He followed up with visits by air in 2002 and 2009. He handsomely acknowledges the research assistance he received from many people, including bareboat charter operator Kai Brosmann, who wrote a Cape Verde guide for his charterers in 1999, and resident cruising sailor and commercial fisherman Gerry Dom, who reviewed all the navigational and piloting sections of this book. Some 50 sketch charts include anchorages not shown on any other charts or described in any other guide.

Don tells us, "The Cape Verdes have good beaches, diving, surfing, windsurfing and kite surfing... the hills of the high islands offer wonderful walking country. All this comes with an interesting culture set amid dramatic and varied scenery in a very pleasant climate." Need more? The Cape Verdes are some 500 miles closer to the Caribbean than any other logical jumping-off point on the eastern side of the Atlantic.

Street is always in top form as a pioneer. His early guides to the Eastern Caribbean were instrumental in popularizing these sailing grounds. Author and former *Cruising World* magazine editor Herb McCormick says, "Don Street has done it again... Sensational, comprehensive, and incredibly detailed... Lavishly illustrated with excellent charts and photographs, for its depth, insight and pioneering spirit, *Street's Guide to the Cape Verde Islands* might just be his best cruising guide ever."

This book is available at bookstores and chandleries, and at www.seaworthy.com.

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The Sky in September 2012

by Scott Welty

The Planets in September

MERCURY - Rising just before the Sun and heading east. No chance after first week.
VENUS - Morning star nice and bright all month. You can't miss it. Get up!
EARTH - Glad someone is finally taking her temperature!
MARS - Setting between 2000 and 2100 hours in Libra.
JUPITER - Rising between 2300 and 0000 hours, riding in Taurus.
SATURN - Up in the morning and setting around 2000 hours just before Mars and riding in Virgo

Sky Events This Month

8th - Moon occults Jupiter (see below).
 12th - See crescent moon with Venus in the early morning (Figure 1).
 15th - New Moon
 19th - Moon occults Mars (see below).
 22nd - Autumnal Equinox (see below).
 29th - Full Moon

The Occultation of Jupiter and Mars

These might be interesting events to look for. I typically use the moon to help you locate planets. This time the moon overdoes it! On the 8th it will pass in front of Jupiter. You'll have to stay up late to watch though (see Figure 2). Jupiter will get swallowed by the moon at about 0330 hours. It will pop back out the other side around 1000 hours; obviously you'll not see that. On the 19th the alignment is just right for the moon to pass in front of Mars. Mars will disappear behind the moon in the daytime around 1400 hours. So, when it gets dark you'll see the moon but you won't see Mars. Now if you're lucky (and probably have to be at sea, which makes you even MORE lucky) Mars will peek back out underneath the moon at about 2030 hours. The problem is that at that time they will only be about four degrees above the horizon so you'll need a clear sky out west and obviously no trees, land, etcetera. Both events may be interesting with your Steiners.

You can see why such events are fairly rare and certainly more rare than the occultation of a star. The stars don't move! For the moon to occult Jupiter (for example) they have to be in the same place in our sky at the same time. Since they are both on the move and their orbits are tipped relative to each other that is only going to happen when they both happen to be at the crossing point at the same time (see Figure 3). If the two orbits weren't tipped relative to one another the moon would pass in front once a month (roughly). Same reason we don't have a solar eclipse once a month.

Autumnal Equinox

Yep, it's that time again! The Autumnal Equinox officially occurs at 10:49 UTC (06:49 AST) on the 22nd. That is the instant in time when the Sun is directly over the equator and heading south to lengthen our nights and shorten our days (but not so much in the Caribbean!). You'll note the Sun rising due east and setting due west on this day as well.

Now a quiz for you old celestial navigators: If the sun is only over the equator for an instant on September 22nd at 10:49 UTC, where would you have to be to stand in the shade of your own sombrero at that instant? Answer next month!

To Contemplate While Having a Glass of Wine on Deck

All you sailors! Don't forget to remember that you ply the same waters using the same skills and same general rules of sail that have been in play for hundreds of years. Sure you have GPS, radio(s), chart plotter, icemaker (you naughty boy) but when it's you and the wind and you're making good speed — well, you know, THAT'S why you went to sea in the first place and all else is fancy wrapping.

I know that's nothing about stars and such but I'm just saying...

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



September 12th, 0500 hours. Looking east at Venus and the crescent moon



September 8th, 0330 hours. The moon swallows (occults) Jupiter



The orbits of Jupiter and the Moon are tipped relative to each other



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THE COOL CUCUMBER

The phrase "cool as a cucumber" is an apt one. Growing in a field on a hot summer day, the interior flesh of a "cuke" is many degrees cooler than the outside air temperature. Cool and moist due to their high water content, cucumbers belong to the same family as pumpkins, zucchini, watermelon, and other squashes. The botanical name is *cucumis sativus*. Cucumber juice helps keep the body hydrated and regulates body temperature, so cucumber eaters stay cool, too.

Cucumbers are easy to grow, easy to prepare, and filled with good nutrition. They're handy to have aboard for quick snacks or edible garnishes, and will last a week in the fridge. At home in Trinidad I try to always have at least three cucumber vines growing at all times, enough to provide plenty of wholesome cukes for salads and various tasty dishes.

Cucumbers are one of the oldest cultivated vegetables and probably native to India. Supposedly Columbus brought cucumbers to the New World on one of his voyages, and the vegetable soon spread to English and Spanish colonies, and to the Native Americans. Cucumbers come in a variety of sizes, some up to two feet long.

Next to tomatoes, cabbage, and onions, cucumbers are the fourth most popular garden vegetable throughout the world. They are enjoyed in all types of cuisine. The best-known "pickles" are cucumbers that have been cured in a brine or vinegar solution. Cucumbers brought from their native India helped begin a tradition of pickling in the Tigris Valley over four thousand years ago. Ancient sources not only refer to the nutritional benefits of pickles, but they have long been considered a beauty aid. Cleopatra attributed her good looks to a hearty diet of pickles. Facial masks containing cucumber juice are used for skin tightening and to reduce puffiness and swelling under the eyes. Cucumber skin also can be used to soothe sunburn or windburn.

Although Caribbean islanders usually have a "hot mouth" ready for pepper sauce, locally made cucumber pickles are difficult to locate. Yet last year in the United States over five million pounds of pickles were consumed; nine pounds per person per year!

There are three basic types of cucumbers: English (sometimes marketed as seedless or burp-less, because the seeds and skin of other varieties of cucumbers are said to give some people gas); "slicing cucumbers", grown to be eaten fresh; and picklers, which tend to be shorter, thicker, less regularly shaped, and have bumpy skin with tiny white or black-dotted spines.

Eat cucumbers after a good washing, but to get the most nutrition do not peel them. A cucumber is mostly water, but much more nutritious than plain water. A four-inch cucumber has 20 calories, one-gram fiber and one gram of carbohydrates, and contains B-complex vitamins, folic acid, vitamin C, calcium, iron, magnesium, phosphorus, and zinc. Cucumbers are a very good source of potassium, an important electrolyte that helps reduce blood pressure and heart rates by fighting the effects of sodium. They are surprisingly high in vitamin K, providing about 17 micrograms per 100 grams. Vitamin K has been found to help preserve bone strength.

The most abundant nutrient in cucumbers is water. Because of its low calorie and high water content, cucumbers are ideal for sailors who want to lose weight. To avoid a hangover eat a few cucumber slices before going to bed — wake up refreshed and headache free. Cucumbers contain enough sugar, B vitamins, and electrolytes to replenish essential nutrients the body lost, keeping everything in equilibrium.

Yes, a couple of these recipes are for dishes served hot, but they are still cool!

Hot Cucumber Soup

2 pounds cucumbers
2 Tablespoons vegetable oil (olive or canola preferred)
1 small onion chopped fine
1/4 pound potatoes, chopped small
1 tomato, chopped big (to add color)
2 Cups chicken stock (or 2 bouillon cubes dissolved in 2 Cups water)
1 teaspoon salt
spices to taste

Cut cucumbers in half lengthwise, remove seeds and chop fine. Heat oil in large pan and sauté onions and cucumber for a few minutes. Add potatoes, tomato, and stock. Bring to boil and simmer for 20 minutes until the vegetables are tender. Add salt and spices and serve.

Fried Cucumber Tapas

2 medium cucumbers, unpeeled
2 eggs, beaten
1 Cup seasoned breadcrumbs
vegetable oil for frying

Cut unpeeled cucumbers into half-inch slices. Dip slices in egg, then dredge in breadcrumbs. In a skillet fry cucumber slices in hot oil until browned, flipping once. Drain on paper towels. Serve hot with a dip made of mayonnaise mixed with pepper sauce.

For variety, first hollow out cucumber and fill with grated mozzarella cheese. Then slice, batter, and fry as above.



Stuffed Potluck Cucumbers

3 medium cucumbers, unpeeled
1 package of cream cheese
1/2 Cup of stuffed olives, chopped
1/4 Cup of chopped chives
1/4 Cup chopped nuts (almonds preferred but peanuts can be used)

Remove ends from cucumbers and cut in half lengthwise. Using a knife, carve out seeds from both halves. In a small bowl, combine cream cheese, olives, nuts, and chives. Blend well. Stuff each cucumber half with cheese mixture and reassemble halves, pressing together gently. Wrap in plastic wrap and refrigerate overnight. Cut into half-inch slices and serve.

The Easiest Cucumber Salad

2 nice cucumbers (peeled or not depending on your preference)
1 red Spanish onion
1/2 Cup white vinegar
1/2 Cup water
2 Tablespoons sugar
salt and pepper to taste
perhaps a bit of mint or dill

Slice onions and cucumber very thinly and place in a suitable non-metallic serving bowl. Combine vinegar, water, sugar, salt and pepper (and herbs, if used) and pour over onions and cucumber. Cover and marinate at least an hour, but the longer it marinates the better — even overnight.

Cucumber Tomato Chutney

2 good-sized very firm cucumbers
4 garlic cloves, minced
1 hot pepper, seeded and minced
1 red Spanish onion, chopped fine
2 leaves chadon bene, minced
a pinch of ground cumin

Remove seeds from cucumber and grate the flesh. To the bowl of grated cucumber add remaining ingredients and mix. Refrigerate until ready to use. If you think it needs salt, add just a tiny pinch — too much salt will melt the grated cucumber. Goes great with pelau or hot doubles.





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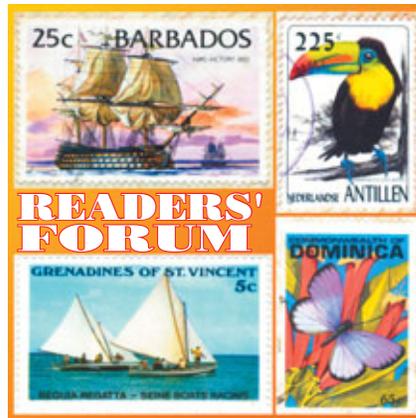
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Getting to Know Guadeloupe
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 Find the Caribbean's Two 'Back Doors'
 ... and more!



GETTING BACK EAST Dear Compass,

I have been reading with interest various stories in the *Compass* about the increasing popularity of western Caribbean cruising grounds, but there is always the perceived difficulty of getting back to the Eastern Caribbean.

My old friend Richard Scott-Hughes, a.k.a. "Hot Screws" or "Tricky Dicky", once had a long charter cruise that ended in Guatemala. The charterers were good sailors and realized Richard would have a long trip beating to windward back to Antigua, so they made an estimate of the time needed and paid him a deadhead fee on that basis.

A norther came in. Richard, an excellent sailor, rode the norther eastward all the way to the south coast of Puerto Rico and continued to Marina Cay in the BVI. He arrived at Marina Cay so early that he knew that if he went straight on to English Harbour, his charter agent, Julie Nicholson, would insist on giving the charterers back some of the deadhead fee they had already paid.

So Richard and his wife, Jenny, sat in Marina Cay drinking the bar dry and writing up a fake log to give to Julie, describing a very rough passage back from Jamaica.

We did not call him Tricky Dicky for nothing. I know this is the true story as I was in Marina Cay at the time!

**Best regards,
 Don Street
 Gypsy**

CRACKDOWN ON BOATIES IN ST. JOHN

Dear Compass,
 11:00AM, Tuesday morning, July 17th, 2012. St. John, USVI.

A fit young woman rows a homebuilt six-foot, cherry-red dinghy to her floating sailboat home in Coral Bay. Sitting in the bow of her dinghy, her 18-month-old son hangs his hand into the water as she rows. She is rowing home after her five-hour workday of teaching yoga to island guests. Tired after hours of intense physical exertion, she doesn't notice the 30-foot, steel-grey power catamaran bearing down upon her emblazoned with the words, "DPNR POLICE".

They call to her, "Come alongside". She struggles in the wake, trying to keep her baby's hands free of the clashing boats as she reaches up the four feet of freeboard to ask, "What is wrong?" "Do you have registration for your dinghy?" a brash young man armed with a rifle calls down. "You cannot leave the shore without registration. I would turn you back if you were not trying to get your baby home. We will be here all week. If we see you again, we will confiscate your boat and fine you." "Sorry," she stammers.

In fact, she has been going over the figures in her head for days trying to figure out how she will register all of the boats she owns. One is for sale. One, a larger boat, she has just bought to fit her growing family. Three others are various dinghies needed to get to and from shore. So far, she has registered three of her boats but she has run out of money. During high season, she and her husband, a dancer and performer, make adequate money to cover expenses. During low season, her family struggles each day to buy the necessities like milk, gasoline, and water. She despairs. With the tourists away she brings in, on average, US\$30 a day — barely enough to feed her family.

She has voluntarily chosen a lifestyle that is rewarding but simple. She has chosen to abandon a high-paying job in the States to move here to the USVI to teach and cultivate a spiritual life. Poor, but a very active member of the local community, she donates many hours to raise money for charitable causes and volunteers her time during weekends to teach the local children water safety, rowing and sailing.

With this incident, she feels the local government has no understanding of her situation and is insulted

by the way she has been treated. After the encounter, instead of rowing home, she rows over to a local gathering spot to hear several other accounts of similar mistreatment. As she chats with friend and community members, she wonders, what is the purpose of this "crackdown"? Most of her fellow "boaties" are contributing members of the St. John community. They have a thriving culture apart from the status quo. Without them there would be no Skinny Legs, Guy Benjamin School Benefits, KATS, "charming local color", and on and on.

The DPNR, along with other government agencies over the years, has successfully driven away any inter-island charter tourism. And now, through this continued harassment, they are eliminating the wonderful local color that makes Coral Bay what it is.

**Catherine "Sandwich" Levy
 St. John, USVI**

Dear "Sandwich",

We gave the Virgin Islands Department of Planning and Natural Resources the opportunity to respond to your letter, and received the following reply from Special Assistant to the Commissioner/Media Relations Coordinator Jamal Nielsen:

Good day Ms. Erdle,

Commissioner Barnes asked for me to reply to your inquiry. Unfortunately, this matter remains under investigation, and as such we are limited to the official comments made in the press release issued. [See below.] A statement will be released upon the conclusion of the investigation. Thanks for your understanding.

Press release dated July 27: Commissioner Alicia Barnes of the Department of Planning and Natural Resources (DPNR) announces that an internal investigation has been launched into allegations of intimidation and improper enforcement actions of DPNR Enforcement Officers.

"On Wednesday and Thursday of this week, my office received complaints from several St. John residents about DPNR officers brandishing weapons and cutting mooring lines in the Coral Bay area," said Commissioner Barnes.

Director Roberto Tapia of the Division of Environmental Enforcement confirms that the division was involved in a weeklong initiative in Coral Bay to rid the area of illegal moorings and to enforce on the many unregistered vessels in that area. This effort was initiated by written correspondences and verbal requests of the many St. John residents that have registered vessels and legal moorings and by concerned Coral Bay residents who want to see increased enforcement in the Bay.

Commissioner Barnes acknowledges that while the scheduling of the initiative may have been untimely, it was in no way connected to the proposed increase of mooring fees. "I consider these allegations of intimidation to be serious, and have solicited the assistance of the Attorney General's office to look into these claims," stated Commissioner Barnes.

THEN I MET REAL CRUISERS

Dear Compass,
 When I left Canada to cruise a few years ago I thought I'd equipped my little boat well. Then I met Real Cruisers.

The first thing that was apparent was that *Unleaded* didn't have enough canvas around the cockpit to fit in with the Real Cruisers' boats. I could still see forward and see the sails from the helm seat when underway.

I'm cruising on a limited budget (code for cheap) so creativity is essential. I found that the cardboard boxes laptop computers come in are just the right size. I painted four of them yellow and tied them to the starboard lifelines. From a distance they look like fuel jugs, just like a Real Cruiser would have! The papier maché "kayak" on the port lifelines wasn't as successful.

My boat is tiller steered; luckily fashion trends change. Last year I got rid of the ten-foot fake steering wheel that was taking up just too much cockpit room and replaced it with two four-foot ones, one on either side of the cockpit. They're actually quite handy as grab rails when going between the side deck and cockpit in a seaway.

One of the megayacht trends that I fear will soon be required on Real Cruisers' boats is their anchor/dock lighting. They have indirect (white) lighting on top of each spreader, and a red all-round masthead light. I guess I'll be able to find a red lens for my anchor light, but the best (cheapest) idea I can think of for spreader lights is flashlights (torches for you Brits) cable-tied to the spreaders. It'll be a pain in the butt, sky-climbing the mast every dusk and dawn to turn them on and off, but hey — fashion.

Well, enough chatter. Today's mission is to dinghy into St. George's and dumpster-dive for a piece of styrofoam big enough to make another "wind generator" because I see more Real Cruisers with dual wind gens.

Maybe if I put up three, I could be ahead of the curve. Hmmm...

**Jock Tulloch
 S/Y Unleaded**

—Continued on next page

—Continued from previous page



YACHT LOST AND FOUND

Dear Compass,

I am happy to inform you that [after having been reported stolen from Grand Anse d'Arlet, Martinique, on August 11th] our yacht Gibsea 312, *Skat*, was spotted drifting 30 miles west-northwest of Martinique by a fellow yachtsman and reported to the French authorities. We were informed of the approximate position by the French MRCC (CROSSAG) at 1530 hours on the 13th. A local fisherman took us to the spot, the French Customs airplane redirected us to the exact spot, and we sailed through the night, tacking back to Grand Anse and arriving at 0610 hours the next morning.

The boat was apparently undamaged, the anchor and chain were in place and we can only assume that it dragged anchor through a whole line of yachts anchored behind us on the Saturday night, avoiding the rocky edges of the bay, and went adrift all by itself.

Needless to say we would like to thank you for your help, your kind support and your efficiency. It really gave us a sense of hope and faith that a real community exists in the Caribbean.

Please inform and thank everybody contacted through you, telling them that through this sad/happy event we learned a huge human lesson.

**God bless,
Daleen Venter
Skat**

Dear Compass Readers,

We want to hear from YOU!
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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WHAT'S ON MY MIND...

A Change in Plans Provides Insights into the Cruising Community

by Erin Heeney

Lessons (re)learned: There is nothing more constant than change, and other insights gained from researching cruisers and the community of Tyrell Bay, Carriacou.

Perhaps I was foreshadowing a little too much when I said that "plans change but it is the awareness of this fact that keeps life interesting" in my article in May's edition of *Compass*. When I wrote those words in March I was anticipating that my master's thesis research on cruisers and residents in Tyrell Bay, Carriacou would roughly follow the plan I had outlined and that there would be a few minor changes as the project evolved. By the time the article went to print in May, my plans had already changed dramatically. But as I had said, change makes life interesting and in this case a change in plans provided insights into the cruising community and the greater region of the Grenadines that would not have occurred had everything gone



Research on the relationships between residents of the Tyrell Bay village of Harvey Vale and visiting cruisers was conducted during May 2012
Inset: My parents and I enjoying a sundowner in Tyrell Bay

according to "the plan".

I arrived in Kingstown, St. Vincent to the warm and welcoming arms of my parents, Pat and Miriam Heeney, on April 11th, 2012. The plan was to take a few days or even a couple weeks to sail their Jeanneau 46, *Skye I*, from St. Vincent to Carriacou, exploring the beautiful islands of the Grenadines, before I was to start my research in Carriacou on the interactions and relationships between cruisers and the local community.

However, while attempting to board the plane from Barbados to St. Vincent, I had been denied access because of a lack of a return ticket to Canada. The document I had with me stating that I was to leave by boat was not sufficient for the airline. I contacted my dad and, after a hurried dash from boat to shore with boat papers and passports in hand, he was able to send documents to the airline stating that I was indeed leaving St. Vincent & the Grenadines by boat and I was granted permission to board the plane. Hooray! Dad saved the day! Or, not... in the mad dash from boat to shore, my mom's passport sunk to the depths of the Blue Lagoon.

The saga of receiving a new Canadian passport while aboard would be a whole article in itself. The process took much longer than we had anticipated and in the end it was six weeks before Mom's new passport arrived and we could leave SVG for Carriacou. This left me with only two weeks to get to know Carriacou and complete my interviews. My plans to slowly ease into my research and build relationships within the community were exchanged with a quick dive into the deep end and hoping that two weeks would be sufficient.

Now as I look back on the experience, I can clearly see some of the lessons learned, or more accurately relearned, from being receptive to change and to learning to let go.

Lessons (re)learned:

"There is nothing more constant than change"

Years ago, during a college course in geology, my instructor made this statement, which has since become a mantra in my life. He was referring not only to geological change but to simple, everyday changes as well: a new store opens, a baby is born, the wind shifts. He said that change is really the only thing we can rely on in this world to happen consistently and without question. Sometimes it's fast like a tragic accident and sometimes it's slow like the receding of a glacier. But change is always present. Our world is in a constant state of flux and the more we learn to adapt and flow with change, the better we are able to live our lives in the present moment to be open and receptive to our surroundings.

When my plans to spend at least a month in Tyrell Bay changed I had to adapt and embrace the opportunity to spend more time in SVG. The results were twofold. First, I was able to observe and experience the interactions between cruisers and locals on various islands, which has given me a greater regional perspective. As I start to bring together all the information from the interviews with residents of Tyrell Bay and visiting cruisers, I am able to better understand what is specific to Carriacou and what may be a more regional characteristic. It also allowed me to relate better to both cruisers and locals as I had recent firsthand experience similar to theirs. In other words, I got to be a cruiser for a while before trading hats to be a researcher, which leads to the second result and another lesson learned.

Slow is beautiful

The six weeks spent in SVG were a little hectic at times when we were trying to navigate the process of acquiring a new passport; however, most of the time was spent waiting. Waiting can seem like a chore and some people (myself included) can become impatient and frustrated. In a world where we have become accustomed to immediate results (thank you,

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Google!) it is sometimes hard for us to slow down and wait. But, as many people are starting to realize, slow is beautiful. Through worldwide movements such as slow food, slow tourism, and even slow sex, people are seeking a less hurried approach to life. It is hard to experience a moment if we are constantly looking forward to the next. The slow movement is all about taking the time to ignore time and to fully experience and savour moments. Like having good conversation over a home-cooked meal and allowing your palate to taste each bite instead of blindly sucking it back while reading the paper and getting ready for your next task (guilty!).

At the beginning of an intense eight months of course work and research proposal writing my class read "Slow is Beautiful: new visions of community, leisure and joie de vivre" by Cecil Anders. The idea was to encourage a "philosophy of slow" both at school and at home. As a student of sustainability and leisure trying to understand how to slow down and embrace life, I was still caught up in the urgency of timelines and due dates, resulting in late nights and early mornings trying to get it all done. Despite being a proponent of the slow movement and meaningful leisure, I was still guilty of eating in front of the computer while trying to get just a few more paragraphs written or articles read. And, while I love research and learning, after eight months I was exhausted. The lost passport forced me to slow down and take a break. Since my research was only approved to be conducted in Carriacou, all I could do in SVG was wait, and swim, and read, and dive, and sail, and enjoy long conversations over delicious meals with my amazing parents. I slowed down. And what better place to slow down than on a sailboat, in the Caribbean where the slow life is the real life and life is good?

By the time we reached Tyrell Bay, my pace was less hurried, despite the need to condense the time I had for my research. And while I will admit that I still wish I could have spent more time getting to know the wonderful people of Tyrell Bay, I feel as though my slower frame of mind going into the research process of conducting interviews enhanced my experience.

People are good, kind, and want to help

The more I travel, the more I realize that there are good people everywhere. It is instinctual to want to reach out to other humans and lend a helping hand. My initial nervousness over asking people to sit down for an hour or so while I asked questions about their lives and opinions was quickly diminished by the positive reactions I received, even from those who did not wish to participate in an interview. Of course people want to help, it's what we do. And yes, there are some outliers in society who are not interested in helping others, but I think for the most part we like to look out for each other. I think this is especially evident in small communities such as Tyrell Bay or the community of cruisers where the strongest resource is your neighbour, both in daily life and in times of need.

I met some really remarkable people while embarking on this project. I am extremely grateful to everyone who took the time to chat with me about my research or just life in general whether in a formal interview or in passing. To the residents of Tyrell Bay and the cruisers I met along the way, thank you. Your warm hospitality and genuine kindness will not be forgotten.

As I write this article from my home on Vancouver Island, British Columbia, Canada I am filled with fond memories of my latest adventure in cruising. I think of the people and the places I visited and the insights I gained from moving from a tourist's perspective to a researcher's perspective and how for me, I can't really separate the two. I am always asking questions, but mostly they are only to myself or a small group of people. I like to be immersed in a situation and then ponder it until I reach some sort of conclusion. Blending my passions for research and cruising forced me out of my comfort zone of silently pondering to asking others what they think and how they feel. I let others in on my thoughts just as they let me in on theirs.

I learned many lessons while embarking on this adventure, most of which are still milling about in my mind. As I start to make sense of the data collected through the interviews I realize that the lessons I have learned go beyond how to conduct an interview or how to design a research project. In fact, such lessons become part of the research. While it is still too early to share the results of my study, I hope that by sharing such insights that I have shed some light on the experience. I also think that the lessons of embracing change, slowing down, and trusting in one another are fundamental to living a full and happy life. While they are by no means the only guidelines to follow, I think they are a good start.

Erin Heeney is in the process of finishing her Master's of Arts in Sustainable Leisure Management at Vancouver Island University in British Columbia, Canada. For more information on her research or just to say hi contact her at erin.heeney@gmail.com or visit www.erinheeney.com.

CALENDAR

SEPTEMBER

- 6 Public holiday in Bonaire (Flag Day)
- 8 - 9 Back to School Regatta, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), (284) 494-3286, sailing@royalbvicy.org, www.royalbvicy.org
- 10 Public holiday in Belize (St. George's Caye Day)
- 16 Public holiday in St. Kitts & Nevis (National Heroes' Day)
- 17 Public holiday in St. Kitts & Nevis (National Heroes' Day observed)
- 19 Public holiday in St. Kitts & Nevis (Independence Day)
- 21 Public holiday in Belize (Independence Day)
- 22 Autumnal Equinox
- 23 Seafood and Fishing Festival, Antigua. www.antiguabarbudasporthfishing.com
- 23 - 30 San Juan International Billfish Tournament, Puerto Rico. www.sanjuaninternational.com
- 24 Public holiday in Trinidad & Tobago (Republic Day)
- 30 FULL MOON



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OCTOBER

- 3 Public holiday in St. Lucia (Thanksgiving Day)
- 5 - 7 Viva Regatta (dinghies and windsurfers), Bayahibe, Dominican Republic. (809) 780-0466
- 7 - 13 45th Bonaire International Sailing Regatta. www.bonaireregatta.com
- 9 - 18 Interline Regatta, BVI. www.moorings.com/vacation-options/regattas
- 12 Public holiday in the Bahamas (Discovery Day) and Belize (Pan American Day)
- 13 Virgin's Cup Race, BVI. RBVIYC, www.rbvicy.org
- 17 Public holiday in Haiti (Anniversary of the Death of Dessalines) and Jamaica (National Heroes' Day)
- 19 St. Lucia Billfish Tournament. www.stluciabillfish.com
- 20 - 27 49th Port Antonio Int'l Marlin Tournament, Jamaica. www.jamaicasportfishing.com
- 21 Public Holiday in Curaçao (Antillean Day)
- 22 Public holiday in the BVI (St. Ursula's Day)
- 25 Public holiday in Grenada (Thanksgiving Day)
- 27 Public holiday in St. Vincent & the Grenadines (Independence Day)
- 27 5K SUP Paddle for the Cure, Isla Verde, Puerto Rico. www.fs-pr.com
- 27 - 28 World Creole Music Festival, Dominica. www.wcmfdominica.com
- 27 - 28 Trafalgar Regatta, BVI. RBVIYC, www.rbvicy.org
- 27 - 3 Nov Bitter End Pro-Am Regatta, Virgin Gorda, BVI. www.beyc.com
- 29 FULL MOON

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

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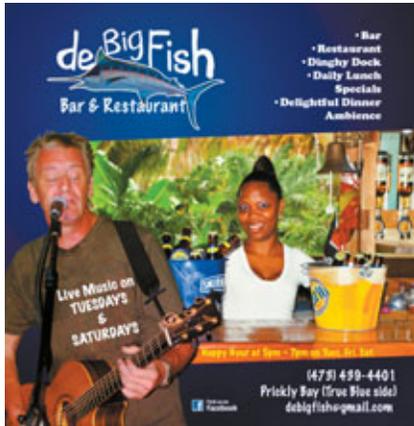
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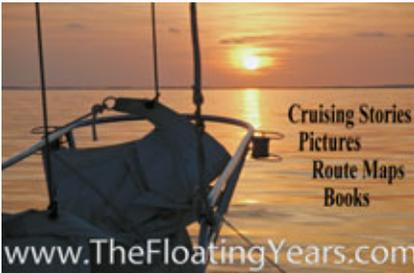


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—Continued from page 13

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For full results visit <http://aruba-regatta.com>.

St. Croix's Captain Nick to be Honored at November Regatta

Nick Castruccio, inspirational founder and promoter of the St. Croix International Regatta, will be honored at the event's 20th Anniversary this November. With the help of fellow sailor and businessman Rob Armstrong, he secured Mumm's Champagne as



the first sponsor: the Mumm's Cup Regatta in October 1992 was a three-day event with 69 boats competing. Peter Holmberg of Team Heineken was the overall winner and received his weight in Mumm's Champagne, and a tradition was born! After Mumm's withdrew in 1999, the local Innovative Companies stepped up as main sponsor and Cruzan Rum became the beverage of choice, and the overall winning skipper now received his weight in rum.

Captain Nick has raced in almost every one of these regattas. For the first two years, he helped run the race committee. Castruccio stated, "My most memorable moment came during that first regatta in 1992: when I saw over 50 spinnakers coming downwind, I said to one of my committee members, 'Look what we started.'" At 86, this tough sailor is still going strong and plans to race his beloved 32-year-old J/30, *Annick*, in November.

Youth sailing has always been Nick's focus and many young sailors at the St. Croix Yacht Club have benefited greatly from his sailing knowledge. *Annick*, named for Nick's late wife, Ann (Ann Nick – get it?), has always been raced by a crew of young sailors, often as their first big-boat racing experience. For the past decade, Nick's passion has been the Frederiksted Community Boating Program, a nonprofit sailing program located on the west end of St. Croix, which teaches local kids to sail.

The 20th Anniversary St. Croix International Regatta will take place November 9th through 11th. Registration and the traditional Cruzan Rum party are on November 8th. Dock space is available on the Club's T dock on a first come, first served basis. Nearby condos are available for US\$50 a night. US Customs and Border Patrol will be on site on the Thursday afternoon with expedited clearance for visiting competitors (see website for details). There are live bands all weekend and registration is only US\$100 for three days of racing.

New this year — the winning skippers in all classes with seven or more boats will each get their weight in rum. Yes, we still use the original scales from 1992!

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For more information see ad on page 12.

Inching Toward ARC 2012...

ARC 2012 is fully booked and promises to be the largest ever. Boats are now making their way to Las Palmas in the Canary Islands for the ARC start on November 25th. More than 200 yachts will be bound across the Atlantic for Rodney Bay, St. Lucia. Several European marinas offer discounts for ARC boats, and crews meet other ARC participants by flying their ARC flags in port.

The pre-ARC radio net is on at 0800 UTC on 8297kHz – listen in or make a call and see how many other ARC boats with SSB are on the net. The net will grow as November approaches, so if you don't get an immediate response, keep trying!

If you are in the UK, don't miss the Ocean Cruising Seminar during the Southampton Boat Show on 15 September.

For more information visit www.worldcruising.com/arc.

Buzz Builds for December's Mango Bowl in St. Lucia

The Inaugural Mango Bowl Regatta scheduled for December 1st and 2nd continues to generate considerable interest and excitement, with IGY Marinas committed to Gold Sponsorship and the first prize, which includes cash and a free haul-out. Other sponsorships and prizes are being finalized.

Also, an inaugural Barbados to St. Lucia Downwind Race is under discussion. This feeder race is planned to start at midnight on November 24th and finish the following day, to coincide with the annual ARC Flotilla in St. Lucia (a fun local event coinciding with the start of the ARC in Las Palmas), culminating in a big party at the IGY Rodney Bay Marina.

Watch this space in the October issue of *Compass* for further details!

For more information on the Mango Bowl Regatta see ad on page 13.

Transat Classique 2012 to Finish in Barbados

Billed as one of the major events of the classic yachting calendar, the first leg of the Paneral Transat Classique 2012 — from Douarnenez, France to Cascais, Portugal — produced a nail-biting finish as the crews battled right up to the line. In difficult conditions characterized by a lack of wind, long periods of fog and violent thunderstorms, the competitors focused all their efforts on making headway. It is never easy finding the right balance between speed and endurance, especially when your vehicle is over 60 years old, and the mariners in this first leg showed what could be done. *Persephone*, owned by Yves Lambert, secured victory on corrected time and undoubtedly gained a psychological advantage over her opponents prior to the "great crossing" from Cascais to Barbados in December.

The second leg, starting 25 October 2012, will see another fleet of classic racers setting out, this time from Saint-Tropez. They will cross the Mediterranean to fetch Cascais from where, on December 2nd, the assembled fleet will race to Barbados.

For more information visit www.transatclassique.com.

Budget Marine Sponsors Optimists in Curaçao

Curaçao's small Yacht Club Jan Sofat is a family oriented club with a diversity of activities. The club owns kayaks, Sunfish, Open sailing dinghies and Optimists. One



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Member Tom Dekkers, the initiator of the sailing classes, finished the first two hull repair jobs and approached Budget Marine to buy two new Optimist sails. Noticing Tom's dedication and enthusiasm, Budget offered to sponsor the sails, which Tom gratefully accepted. Local sailmaker Rob Harms, also a club member, put a Budget Marine logo on the sails for free.

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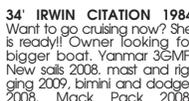
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MP = Market Place pages 42 to 44
CW = Caribbean-wide



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