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On-line

# C COMPASS

NOVEMBER 2012 NO. 206

The Caribbean's Monthly Look at Sea & Shore



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See stories on page 21 & 24

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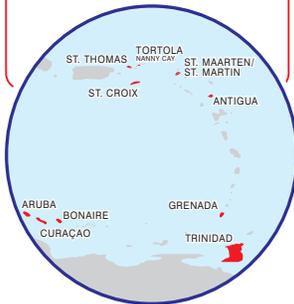


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# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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NOVEMBER 2012 • NUMBER 206

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Cover photo: Thinking outside the boatyard! There's a lot more to explore in Trinidad & Tobago



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# Info & Updates

## Jamaica Seeks to Register Local Boats

The Maritime Authority of Jamaica is seeking to familiarize local boatowners with the requirements of new legislation requiring registration of boats normally resident in the country. Many Jamaican pleasure-craft owners have preferred to register their vessels in other countries because of the possible duty implications related to registering in Jamaica. Through a collaborative effort involving the Maritime Authority, the Customs Department and representatives of the pleasure-boating community, a framework for the admission into Jamaica of such vessels without the threat of current duty was agreed upon and is expected to shortly become law. "In anticipation of this, we seek to ensure a mechanism is in place to provide fair notification of the agreed conditions, their application and implications. We believe a direct interaction with owners is best," says the Maritime Authority's Seymour Harley. It is expected that before the end of the year, explanatory sessions will be held throughout the country to fully explain the new law.

Specific questions should be directed to the Maritime Authority of Jamaica at (876) 967-1060.

Thanks to Errol Flynn Marina's Docklines for information in this report.

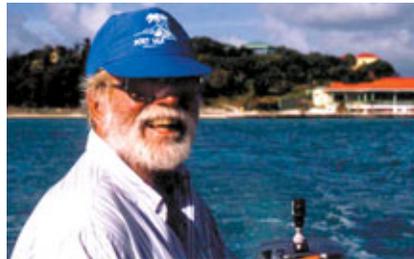
## Eight Bells

John VanDyke 'Dyke' Wilmerding, 91, of St. Thomas, USVI, passed away in Boston, Massachusetts on September 17th, after an extended illness. He and his wife, Inga, are credited with helping start the crewed-boat chartering industry in the Virgin Islands, and were among the most successful and longest-standing crews ever in the business there.

In the early 1960s, Dyke and Inga took a vacation to the Caribbean, and decided to relocate to the Virgin Islands and sail for a living. He purchased a famous old John Alden schooner, *Mandoo*, and spent a year repairing and refurbishing the classic wooden vessel before they began chartering in the Virgins in 1963. Dyke and Inga ran *Mandoo* until 1973, when they sold her and purchased a Gallant 53 called *Soi Quest*. Dyke re-christened the cruiser/racer ketch *Zulu Warrior*. Dyke and Inga chartered their two yachts for a total of about 30 years, ranging from the Leeward Islands to the Windward Islands, and as far south as the coast of South America. Along the way, Dyke was credited with giving the original suggestion to calypso singer Feliciano "Foxy" Callwood of Jost Van Dyke to open what is now a world-

renowned beach bar.

In the 1990s, Dyke and Inga sold *Zulu Warrior*, and lived in retirement at Red Hook, St. Thomas.



Donna Malpass

Ann-Wallis White of Ann-Wallis White Yacht Charters says, "I worked with Dyke and Inga for 30 years, from when *Zulu* was state-of-the-art to when it really took a huge commitment to tradition and friendship to get a client to make the jump to a real yacht with a real crew. Dyke and Inga set the example for the charter industry, which has been sadly commercialized and de-humanized in recent years. He was a gentleman and a team player in the

charter business. As far as having heart and ethics and competence and joy, in the 35 years I have been in the business, few others have even come close."

Dyke had once worked for Grumman Aerospace and was involved in design work for the Apollo Program's Lunar Excursion Module. Past charter guest Don Malpass says, "Dyke and I were both engineers, so I obviously admired some of the clever designs and redesigns that had evolved aboard *Zulu*. I particularly remember the elegantly complicated yet beautifully simple folding boarding ladder; a wonderfully efficient — and therefore also simple — wind scoop for the forward hatch, perfected before such things were fashionable; and the perfect placement of a single-step footrest that would allow an agile occupant to escape through the forward deck hatch without subjecting his half-dressed spouse to the ignominy of a briefly open compartment door!

"The other thing I remember is that, no matter where we anchored, Dyke and Inga knew everybody, and everybody knew and loved them."

Don Street concurs: "Dyke was certainly the most loved by all, of all the charter skippers I have met in my 55 years of knowing charter skippers. He was a one-off and as a couple he and Inga were a one-off!"

## Free Cruising Guide to the ABC Islands

Catherine Hebson reports: FreeCruisingGuides.com announces the release of *A Cruising Guide to the ABC Islands* by Frank Virgintino, downloadable free at [www.freecruisingguides.com](http://www.freecruisingguides.com) and available for purchase in Ebook format.

In *A Cruising Guide to the ABC Islands*, the author offers insights based on his long cruising experience to help cruisers navigate to and around these three islands located north of Venezuela. The author states that the "unique location of the ABC Islands relative to the entire Caribbean Sea makes them centrally situated and convenient to many other points in any direction". He demonstrates clearly that they are worth visiting in their own right and that cruising sailors will find them interesting and safe.

For more information on Free Cruising Guides see ad on page 31.

—Continued on next page

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photos: www.yachtshotbvi.com

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### Armed Yacht Robbery at Taganga, Colombia

According to an October 2nd report on Noonsite, on September 24th three cruisers were victims of an armed attack and robbery on board their yacht while anchored in the bay of Taganga. Taganga Bay is a favorite stopover for cruising yachts coming to Colombia from the Eastern Caribbean and waiting for Colombian clearance.



CHRISTIANE ELI SON

One of the victims wrote, "Do not check in while in Taganga Bay. The check-in process (there) takes one to two weeks so your boat becomes a fixture in the bay — not a good idea. The marina in Santa Marta is the only secure alternative." See the full report at [www.noonsite.com](http://www.noonsite.com).

### Environmental Group Tackles Yacht Trash

In many places throughout the islands, local boat operators will offer to dispose of



trash from yachts. While some dispose of this trash properly, others dump it on the nearest beach or waterway. This problem was highlighted recently in the Southern Grenadines, where some boat operators have been dumping trash generated by unwitting yachtspeople in the environmentally fragile Ashton Lagoon on Union Island.

In September, indiscriminate dumping in the Ashton Lagoon's mangrove area set community action in motion. In addition to a clean-up, Sustainable Grenadines Inc. (SusGren) in collaboration with the Southern Grenadines Water Taxi Association constructed a signboard posted in the area to remind dumpers of the fine of EC\$5,000 (approximately US\$2,000) if caught dumping. SusGren also encourages people to report to the relevant authorities if they see anyone dumping garbage in the Lagoon area.

The Tobago Cays Marine Park's brochure requests that yachtspeople take their own garbage with them when they leave the park. It can be properly disposed of in bins near the wharf at Clifton, Union Island.

For more information visit [www.susgren.com](http://www.susgren.com).

### Cruisers' Site-ings

The Caribbean Safety and Security website contains an alphabetical island-by-island listing of useful emergency contacts — telephone, VHF channel and e-mail — for Customs offices, hospitals, police, coast guard, search-and-rescue organizations and more. Find it at [www.safetyandsecuritynet.com/needhelp.htm](http://www.safetyandsecuritynet.com/needhelp.htm).

Cruiser Tony Beks writes, "As transatlantic time rolls around again, it's worth reading this blog. It really nails the issues from a skipper's point of view when it comes to pick-up crew for an ocean crossing. It's also humorous: [www.yachtmollymawk.com/2011/03/h](http://www.yachtmollymawk.com/2011/03/h)."

### Cruisers Provide 'Meals from Keels'

Judy Evans reports: The Carriacou Children's Education Fund (CCEF), through its annual fundraising efforts, has again been able to make a contribution to the Harvey Vale Government School's Lunch Program through the "Meals from Keels" project. This is the sixth year that CCEF has provided hot lunches for a number of Harvey Vale students unable to pay for their lunch. CCEF has been able to assist over one hundred children so far. As one of the long-time yachtsmen and CCEF participants says, "It's our neighborhood school."

The Carriacou Children's Education Fund is an informal, voluntary group of individuals from visiting yachts from around the world and a number of concerned local business people. From 2000 to 2011 CCEF held fundraising activities during the last week of July or the first week of August at the Carriacou Yacht Club. This year the CCEF fundraising activities were held at Tanty Lizzie's Seaside Fountain and After Ours Night Club. CCEF fundraising coincides with the Carriacou Regatta Festival each year.

During this time, CCEF has raised over EC\$185,000 to assist several schools in a 50/50 partnership to establish computer labs as well as provide lunches, school uniforms, back packs and scholarships to TA Marryshow Community College. The mission of CCEF is to help as many children as possible to fill the gap between what is required for a child to receive a proper education and what their families can provide.

—Continued on next page

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Since its inception, CCEF has provided assistance towards this goal in hundreds of cases. Success is due to the hard work and generosity of the visiting yachts and the local population who support CCEF, and is the yachts' way of saying "thank you" to the people of Carriacou for the warm welcome always received.

**Antigua National Sailing Academy's New Base**

In September, the Antigua National Sailing Academy opened its first satellite facility, located at Jolly Harbour Marina. An area has been designated for storage of boats and equipment and a ramp has been built to launch the sailing dinghies.

The first students for this branch of the Academy are from St. Mary's Secondary School at Bolans. The Academy hopes to get ten schools onto the programme in due course, and reach a goal of 150 children a week learning to sail at this facility. The Academy will also offer private lessons to individuals and groups, which will help to financially support the free lessons for Antigua schoolchildren. For more information visit [www.nationalsailingacademy.org](http://www.nationalsailingacademy.org).

**Bequia's Sunshine School Goes Sailing**

Students from the Sunshine School for Children with Special Needs in Bequia had the opportunity to go sailing in three groups on September 17th, 18th and 19th in Admiralty Bay in an old sprit-rigged lifeboat with some visiting yachties. For many, it was their first sailing experience.

The lifeboat is the tender to the beautiful 90-foot, 80-year-old, Dutch-built gaffer *Sindbad*, owned by veteran sailors Bethann and Doug Hazleton. The Hazletons kindly offered to take the kids out when talking to Tony Beks from *S/V Ragin Cajun*, who was volunteering at the school.



On the Monday, the wind was light, but there was enough to sail well into Lower Bay and across to Devil's Table point. Just off Hamilton, Raphael Morgan caught a two-foot garfish on the trolling line that the happy crew were taking turns tending.

The Tuesday and Wednesday had ten to 15 knots on and off, so the sailing was more spirited. The old lifeboat heeled nicely, raising whoops of excitement from the Sunshine Sailors. The jib sheet tending was a community effort with Captain Doug issuing the instructions.

No one wanted to go back to shore and all voted it was one of the best fun afternoons they ever had.

- Tevin: "I enjoy sailing and watching the boat."
  - Trevon: "I enjoyed looking at the water."
  - Raphael: "I enjoyed the ride and sailing the boat and when I caught the fish."
  - Krista: "The boat ride was lots of fun."
  - Travis: "Captain Doug is a good sailor."
  - Michael: "I enjoyed the ride and the fishing."
  - Jason Williams: "I enjoyed sailing and pulling the boat sail."
  - Ackelia: "I enjoyed sailing and looking at the fishes and the turtle."
  - Tiffany: "I enjoyed fishing."
  - Damien: "I enjoyed sailing on the boat."
  - Walsh: "I enjoy catching the fish."
  - Raquel: "I enjoy sailing on the boat and fishing."
  - Ashanka: "The sailing experience was really good. The cool atmosphere was very relaxing on the boat."
  - Helen: "I enjoyed looking at the water and waiting for the breeze to move along."
  - Tracey: "I enjoyed looking at the water and also the great view of Bequia."
- The Sunshine School would like to thank Doug Hazleton for a wonderful experience for the students, Jessica Moriarty and Bethanne Hazleton for driving the safety boat and taking photos, and Robin "Fixman" Simpson for supplying his dory to use as safety boat. "You guys have provided a life-remembered experience for our students."

**Carriacou Photo Festival this Month**

Carriacou's inaugural photography festival will take place November 9th through 11th in association with the Grenada Board of Tourism and the island's business community. The festival presents an opportunity for photography enthusiasts to take part in three days of exploration and photography across a unique island, culminating with a judging panel awarding prizes to winning photographers in Junior and Adult categories. Among the prizes are the use of winning pictures by the Grenada Board of Tourism to promote the tri-island state for 2013, a weekend for two at Grand View Hotel, dinners for two at restaurants, a free night for two at Hotel Laurena, and a lot more surprises.

Be part of this weekend of fun: seminars, beach volleyball games, crab races, domino tournament, beach party and music by DJ René Isaac and a bonfire are scheduled.

The cost of registration is only EC\$20 per adult and EC\$5 for juniors. There is a charge for photos submitted for judging of EC\$5 per photo for adults and EC\$1 for juniors (maximum ten photos a day).

For more information visit [www.carriacouphotofestival.org](http://www.carriacouphotofestival.org).

**Welcome Aboard!**

In this issue of *Compass* we welcome new advertisers SDV Yacht Transport of Martinique, on page 11; and Harmony Suites of St. Lucia, Live Lobsters of Bequia, and Tortugal Marina of Guatemala, all in the Market Place section.

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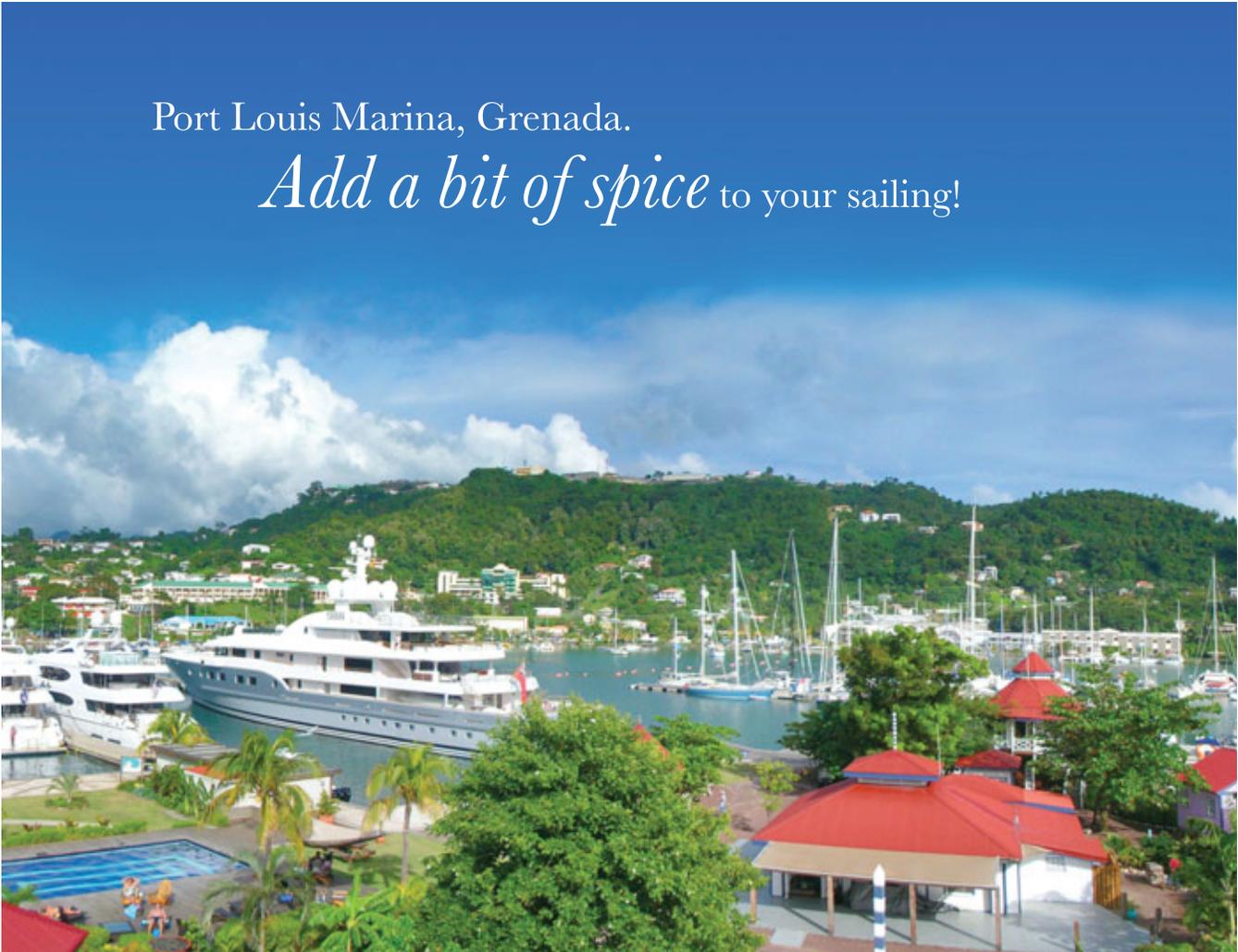



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**Parts & Power Marine Engine Sales**

Parts & Power has announced an end-of-summer sale on the ever-popular M92 (86Hp) Perkins marine engines: they are offering a five-percent discount on a first-come first-served basis for current stock. Contact Parts & Power (info@partsandpower.com, (284) 494-2830) for more information.

Parts & Power, based in Tortola, British Virgin Islands, has secured several orders for marine engines and transmissions during the summer. Orders have been secured in Barbados, St. Vincent and Dominica, as well as in the BVI. Managing Director Tom Gerker commented, "We are delighted with the increased interest and order book for marine engines in recent months. We have always maintained a policy of stocking the most popular horsepower ranges. This, combined with our insistence on only working with world-renowned OEM manufacturers, is providing our customers with the quality and responsiveness that they require."

Parts & Power Ltd was founded in 1973 and has been serving the marine and industrial needs of the Caribbean for over 30 years. With over US\$1 million in inventory, they are the largest supplier of diesel engines, generators, parts and accessories in the Eastern Caribbean. With the largest dealership network in the Caribbean, from the USVI through to Trinidad & Tobago, Parts & Power offer unbeatable after-market service through highly trained local dealers.

*For more information see ad on this page.*

**New Aluminium Dinghies at Island Water World, St. Maarten**

Island Water World is pleased to announce the new arrival of the Highfield Aluminium dinghy range into their Cole Bay, St. Maarten, store. Originating in Australia, the Highfield dinghies are well known to be extremely hard wearing, tough,



sturdy and reliable. Thoroughly tested, they live up to their excellent reputation.

Designed with a chromated and powder-coated aluminium bottom they are strong but also safe and will provide you with a soft, dry ride with unrivalled stability. The dinghies use the ORCA® hypalon fabric — considered the best boat fabric there currently is and, with its UV resistant properties, highly recommended for use in the tropics.

Island Water World currently stocks three of the Highfield dinghy models: the Classic, the Ocean Master and the Ultralight.

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

**Expanded Services at Colombia's Marina Santa Marta**

Cruising the Spanish Main? Stop at Marina Santa Marta and visit the new and improved Minimarket, offering top-quality service in spacious surroundings. Also at the marina, enjoy restaurant dining and shopping. Now, you can top up your fuel tanks day or night at the recently installed fuel station.

*For more information visit Marina Santa Marta's new website at [www.marinasantamarta.com.co](http://www.marinasantamarta.com.co) or see ad on page 29.*

**Panama's Red Frog Beach Joins IGY Marinas Network**

IGY Marinas has announced the most recent addition to its network, Red Frog Beach Marina in Bocas del Toro, Panama. Resting in a protected bay outside the hurricane zone, the marina lies just 133 nautical miles from the Panama Canal, making it one of the closest marinas to the canal catering to megayachts. Isla Bastimentos, where the marina is located, can only be reached by boat and there are no cars on the island; instead, it is home to native villages, renowned for its biodiversity and includes a National Marine Park that is listed as a UNESCO World Heritage Site.

Currently able to accommodate vessels up to 250 feet, the marina plans to expand with a dockside bar, fuel services and capacity for much larger vessels. The new full-service bathhouse, which offers self-service laundry facilities and a comfortable lounge, has been completed at the Marina Village. This is a major upgrade from the previous bathrooms and several boaters have mentioned that this is "the best" bathhouse they have ever visited.

A helipad is located adjacent to the marina, and complimentary WiFi and boat transportation into Bocas Town (just 15 minutes away) is available as well.

"IGY is privileged to add Red Frog Beach Marina to the network; its unique location and amenities make it a truly exciting destination for our customers to explore. Strategically, we have significantly grown our network within the emerging market of Central and South America, giving our customers access to another region to explore with the Caribbean Anchor Pass," says Kenny Jones, Executive Vice President of IGY Marinas. Central and South American marinas within the IGY network now include Marina Cabo San Lucas in Mexico, Marina Papagayo in Costa Rica, Marina Santa Marta in Colombia and now, Red Frog Beach Marina in Panama.

By joining the IGY Marinas network, Red Frog Beach Marina guests are now privy to a host of benefits, including the IGY Anchor Club, the marina loyalty program where captains and owners accumulate and redeem points for dockage. Other network-wide dockage programs include the Caribbean Anchor Pass, where vessels can roam the IGY network for one upfront discounted price, as well as the HomePort Program, a semi-permanent option for yachts looking for longer-term dockage.

Red Frog also introduces a new management team: Marina Manager David

*—Continued on next page*

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Dykkesen and his wife Christy. David is a respected journeyman shipwright and former marine surveyor with extensive experience in the marine industry. Christy brings

Panama's Red Frog Marina has a new manager and a new affiliation with the IGY Marinas network



RICHARD ALLEN MCINTYRE

experience in accounting and customer service with a sunny personality. For more information on Red Frog Marina see ad on page 19.

**French-Based Yacht Insurance Available in St. Barth's**

AMA (Assurances Maritimes Antilles) is a subsidiary of Assurances Maritimes de Lassez. As the specialized pleasure boat insurance leader since 1978, they are located in St. Barthélemy, La Rochelle and Antilles.

Visit their St Barth's office at Villa Créole n°1 in St. Jean.

For more information see ad on page 5.

**Fun Ride: CraigCats**

Make fun a priority again! Whether you prefer rambling through the back coves, navigating inshore waterways or cruising and diving along scenic coastal beaches, the CraigCat is long on fun and low on cost. The CraigCat is ideal for flats fishing in shallow water and is popular among recreational boaters, divers, recreational anglers and pros alike. Whatever your boating preference, the CraigCat offers a model to suit your distinctive lifestyle. Boarding from the beach or from the dock, the CraigCat's outstanding design offers all the stability, ride and comfort of a bigger boat in a sporty, compact and highly affordable package. Climb aboard with total confidence and experience the great escape in the safest, smoothest ride going!



Men and women of all ages love the simple ease of operation and the lightweight, yet exceptionally stable design that makes trailering, launching and handling a breeze. Whether you want to enjoy a slow and leisurely cruise or a fast-paced, turn-of-dime adventure, the CraigCat delivers!

CraigCat's clean, uncluttered deck layout allows for a multitude of options, including a custom full-width fiberglass storage compartment, color fishfinder/GPS/chart-plotter, utility tray for everything from tanks to tackle, from coolers to K-9s. Plus onboard entertainment, including Pro-Spec saltwater rated AM/FM/USB sound system with two-way high definition speakers. The CraigCat runs all day on less than a six-gallon tank of gas; the engine is equipped with full remote and electric tilt. The stick steering and dual-action control system provide for remarkable responsive controls and make the CraigCat fun and easy to operate.

Resorts and rental operators are adding CraigCats tours for their guests and customers. You want your guests to always remember their time at your resort — now they'll never forget with the most unique and unforgettable runabout on the water, the CraigCat Catamaran. The CraigCat watercraft delivers an uncompromising blend of performance, genuine comfort and elite appointments that appeal to your clientele. Seven different models to choose from. Reliable, low maintenance, and low operation cost equals excellent ROI. For more information see ad on page 45.

**Paul Dadd Named Manager of Errol Flynn Marina, Jamaica**

The Port Authority of Jamaica has named Paul Dadd as the new manager of the Errol Flynn Marina and Boatyard at Port Antonio. Paul, of Kingston, is an inveterate sailor and an active member of the Sir Henry Morgan Angling Association, operators of the annual Port Antonio Blue Marlin Tournament.

—Continued from previous page

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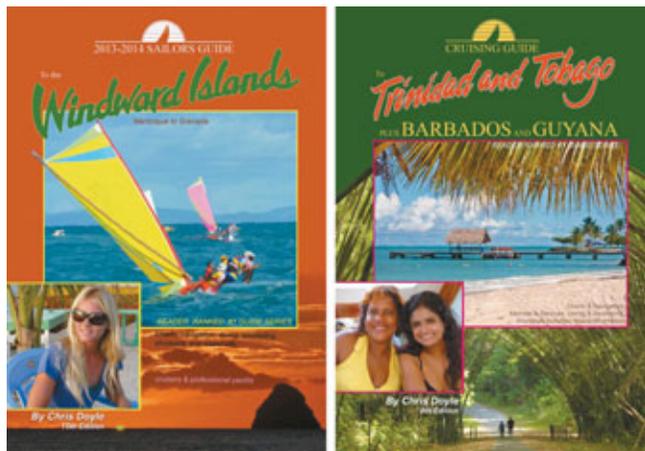
In 1989, after single-handed renovation of a 41-foot Morgan sailboat (derelict after Hurricane Gilbert) Paul introduced this vessel to her place in the charter business, doing round-the-island sailing as well as cruises to Cuba and the Bahamas.

Paul succeeds Dale Westin, who concluded five years in the position on October 31st. Dale says, "I've had the privilege of making numerous lifelong friends and working with the best 'A Team' I've ever had. We all go through life thinking of some of the outstanding folks we've worked with over the years and I will long remember the Errol Flynn team as the 'best of the best'."

For more information visit [errolflynnmarina.com](http://errolflynnmarina.com).

### New Editions of Doyle Favorites Coming

New editions of two of Chris Doyle's popular cruising guides will be available shortly. *Sailors Guide to the Windward Islands* is seeing its regular two-yearly update. *Cruising Guide to Trinidad and Tobago plus Barbados and Guyana* replaces the previous edition, which had been in print for six years. Both are packed with new



information, updated charts and pictures. Chris Doyle plans to spend this winter updating his *Cruising Guide to the Leeward Islands* — when you see *Ti Kanot*, say hi! For more information see ad on page 33.

### Opening Soon: Blue Haven Marina, Turks & Caicos

Located in Providenciales in the Turks & Caicos Islands, Blue Haven Marina is slated to open in the summer of 2013 to yachts up to 180 feet and initially a maximum draft of five and a half feet. Plans for maintenance dredging will bring its capacity back to the original 12 feet, projected by winter 2013. Located 575 miles southeast of Miami, Blue Haven Marina is an ideal gateway to the Caribbean and has just joined the IGY network.

Nearly complete, the marina has nearly 6,000 linear feet of dockage and is constructed of 15-foot-wide concrete floating docks. Conveniences such as on-site Customs and Immigration services and a marina operations center will feature a lounge for captains and crews, as well as showers, a chart room and a crew workroom. The offerings will be topped off by an exclusive concierge for marina customers ready to organize activities, excursions, rental vehicles, restaurant reservations and more. Top-notch provisioning with the capability to bring almost anything to the island will be readily available to megayacht crews and their guests.

For more information visit [www.bluehaventci.com](http://www.bluehaventci.com).

### Antigua Charter Yacht Show Next Month

The Antigua Charter Yacht Show 2012 will take place from December 2nd through 8th, with over a hundred yachts already registered as of this writing. The Chef Competition Registration will open on November 15th at 9:00AM Eastern time.



Among the special events at this venerable charter-yacht showcase will be "Experience Antigua" an interactive expo that will be taking place on Friday December 7th from 5.30PM at the Copper & Lumber Store Hotel. Featuring more than 25 things to see and do in Antigua, this event is open to captains and crew, brokers, press and vendors.

For more information visit [www.antiguayachtshow.com](http://www.antiguayachtshow.com).

# Island Water World Boosts its Management Team

Caribbean Marine Chandlery Group Island Water World continues to evolve into a modern and significant regional presence with large, full-assortment Marine Stores and a powerful Online Store to meet the demanding requirements of Caribbean sailors.



Above: Human resources. From left, Ikan Richardson, Birgit Roethel, Brad Taylor, Cheryl Benjamin-John and Erwin Rodenburg

Right: Boating activity in the Caribbean is growing, and Island Water World's physical and virtual stores are evolving to meet the demand for supplies and equipment

This has required a significant investment in inventory, technology and marketing — but most importantly, people. Managing Director Sean Kennelly and Group Operations Manager Paul Rosen realized the need to infuse the Group with some younger talented leadership to ensure continuity and growth.

In February Birgit Roethel, who previously managed the company's marketing through her company Litemoon and who has significant marketing and merchandising experience in the marine industry, was appointed General Manager of St. Maarten Operations. She also carries the Group Marketing Portfolio and joins Sean and Paul in managing the Group.

Erwin Rodenburg is the new Store Operations Manager for both stores in St. Maarten. He recently crossed the Atlantic coming from Europe and brought his skills and expertise in customer service, sales and team leadership as well as his good knowledge of boat parts with him.

Cheryl Benjamin-John, well-known in the marine circles thanks to numerous years in different positions in the local marine industry, is the new Store Administration and Merchandising Manager for the Cole Bay store and the Bobby's Marina store.

Brad Taylor, who literally grew up on the Island Water World dock, is the new Dock Master and Service Manager. Not only is Brad an expert sailor but his hands-on attitude and local knowledge will ensure a job well done.

Ikan Richardson, just recently appointed as Warehouse Manager, has greatly improved Island Water World's logistics over the past months and will help to further increase efficiencies in distribution.

Currently various improvements are underway or planned for the marina, the store and the yard.

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



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Avril 2013 : nouveau service Martinique-France

Prise en charge du bateau à la marina sur demande, acheminement et chargement à bord au départ, douane export et import, déchargement du bateau à flot à l'arrivée et acheminement, sur demande, à la marina.

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# Caribbean Marine ECO-NEWS

## Enhancing Caribbean Marine Conservation Law Enforcement

Twenty-two marine park managers and rangers from around the Caribbean came together in the Florida Keys from August 27th to 31st to share practices for strengthening law enforcement for coral reef conservation.

"Those who work on the frontlines of protecting the Caribbean's marine resources have a vitally important, but often daunting job to do," explains Emma Doyle, the Gulf and Caribbean Fisheries Institute's manager of support to MPAs, who highlighted the significance of conservation law enforcement training in the face of ever-increasing threats to the marine environment from over-fishing, visitor pressure, boat groundings, pollution and poaching.

Dr. Billy Causey, Southeast Regional Director of NOAA's Office of National Marine Sanctuaries, says, "Although coastal and marine ecosystems are among the most productive in the world, those in the Wider Caribbean are considered to be the most vulnerable and threatened from human and natural activities and stresses."

The workshop participants included park rangers and managers from The Bahamas, the US Virgin Islands and British Virgin Islands, Mexico, Belize and Honduras, the Dutch islands of Saba and Statia, and from St. Lucia, St. Vincent & the Grenadines and Grenada.

Local enforcement experiences were shared among staff from marine protected areas facing similar issues, as well as by speakers from NOAA, the Florida Keys National Marine Sanctuary and the Florida Fish and Wildlife Conservation Commission and mentors from the Dominican Republic and the French Caribbean islands. Conservation law enforcement requires not only effective policing, but also education and community engagement. Trainers from the Florida-based specialist marine resource protection firm, MPA Enforcement International, led the participants through the training, which included enforcement scenarios run onboard a vessel.

This was the first such regional effort to address the law-enforcement needs of Caribbean marine protected areas. An initiative of the Gulf and Caribbean Fisheries Institute and NOAA's Coral Reef Conservation Program, the training is part of a series of activities in association with the Caribbean Marine Protected Areas Management Network and Forum. It was made possible with support from NOAA's Coral Reef Conservation Program, with additional sponsorship from the Caribbean Environment Program of the United Nations Environment Program and The Nature Conservancy.

For more information contact [emma.doyle@gefi.org](mailto:emma.doyle@gefi.org).

## Saba Marine Park and Bank Now Dutch National Parks

On September 24th, Annemie Burger, Director General of the Dutch Ministry of Economic Affairs, Agriculture and Innovation, presented certificates officially establishing the Saba Marine Park and the



Saba Bank as Dutch National Parks to the Board of the Saba Conservation Foundation, represented by Michael Chamma.

It was a long process for the park management organizations in the Dutch Caribbean to attain National Park Status for the protected areas under their jurisdiction. There was some resistance in the Netherlands, because of a general trend to decentralize the existing Dutch parks, contrary to efforts being made in the Caribbean. During the visit of Her Majesty, Queen Beatrix, to the islands in October last year, the parks personnel again emphasized their wish for official recognition and only through her intervention was it finally granted.

National Park status brings increased attention, better protection and recognition on the national and international levels.

On the same date, the Saba Bank National Park boat was officially launched. The vessel has been named *Queen Beatrix* upon suggestion by Senior Policy Advisor of the Ministry, Hayo Haanstra, and approval by Her Majesty, Queen Beatrix of the Netherlands, who is the patron of the Dutch Caribbean Nature Alliance and strong supporter of nature conservation efforts. The boat is equipped for general surveillance, assessing and monitoring the health of the relatively unexplored marine habitats of the 2,200-kilometre submarine atoll, one of the largest in the world. The vessel will also be used to assist scientists with their research on evaluating the fisheries' status, studying the biodiversity of the marine resources, spawning aggregations and cetaceans.

The Saba Bank was formally designated as a Particularly Sensitive Sea Area by the Marine Environment Protection Committee of the International Maritime Organization (IMO), when it met for its 64th session from October 1st to 5th in London. When an area is approved as a PSSA, specific measures can be used to control the maritime activities in that area, such as routing measures, strict application of MARPOL discharge and equipment requirements for ships. The only other IMO-designated Particularly Sensitive Sea Area in the Caribbean is the Sabana-Camagüey Archipelago in Cuba.

For more information visit [www.sabapark.org](http://www.sabapark.org).



SUSTAINABLE GRENADINES INC

## International Coastal Cleanup Day

On the Ocean Conservancy's annual International Coastal Cleanup Day, volunteers pick up trash that endangers the health of humans, wildlife and coastal economies. Coastal Cleanup Day 2012 was September 15th, and thousands of people throughout the Caribbean participated. Here are the results from Union Island in the Grenadines — a small island with big environmental awareness!

## Protection Extended for Humpback Whales

Protection for humpback whales has been extended along their migratory corridor with a new partnership between NOAA's Stellwagen Bank National Marine Sanctuary in New England, and Bermuda, which has recently declared its territorial waters a marine mammal sanctuary.

NOAA and the Government of Bermuda have signed a "sister sanctuary" agreement to support the protection of endangered humpback whales on their annual migrations between New England waters and breeding/calving grounds in the Caribbean Sea. The agreement became effective on September 21st.

This is a new link in a chain. In August 2011, the Stellwagen sanctuary signed a sister sanctuary agreement with France for the waters around the French Antilles in the Caribbean. Stellwagen's sister sanctuary program with the Dominican Republic, created in 2006, was the world's first agreement to protect the same population of marine mammals at its critical habitats on the endpoints of its migratory route.

For more information visit <http://stellwagen.noaa.gov>.

## Submerged Sculptures Attract Sea Life

In 2009 an underwater museum called MUSA (Museo Subacuático de Arte) was formed in the waters surrounding Cancun, Isla Mujeres and Punta Nizuc in the Mexican Caribbean. The project, founded by Jaime Gonzalez Cano of The National Marine Park, Roberto Diaz of The Cancun Nautical Association and Jason deCaires Taylor, consists of over 450 permanent life-size sculptures and is one of the largest underwater art attractions in the world.

A new series of sculptures has now been added to the MUSA collection entitled "Urban Reef". It depicts a series of suburban dwellings specifically designed to house individual marine species. Working with local marine biologists, the sculptor designed the units with a variety of rooms, spaces, hideaways and textures all tailored for different reef inhabitants. Located on an open stretch of terrain, the houses also offer refuge from reef predators.

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Another 50 figurative pieces have been added to "The Silent Evolution" installation on the Manchones reef system between Cancun and Isla Mujeres. The entire artwork now comprises 450 sculptures, which have been installed incrementally to inform visitors on the various stages of reef evolution. The new portraits, cast from local members of the community, aim to depict the integral symbiosis of humans with nature.



Jason deCaires Taylor's underwater sculptures can also be seen in Grenada. See next month's *Compass* for news from there.

#### **Puerto Rico Tournament a Winner in Billfish Conservation**

Club Nautico de San Juan's 59th International Billfish Tournament concluded on September 30th with 102 blue marlin releases. The event also achieved a milestone in billfish conservation history by being the first tournament to partner with the National Geographic Society in the deployment and recovery of billfish "Cittercams" six successful times to capture



Nothing to weigh! Gaviota, a Viking 52, won Club Nautico de San Juan's 59th International Billfish Tournament's Top Boat trophy by being the first to release six blue marlin.

images of these fish in their natural environment.

In addition to its partnership with the National Geographic Society, the IBT welcomed professionals from The Billfish Foundation and the International Game Fishing Association. In addition to the successful Cittercam deployments, several pop-up archival satellite tags were also placed in released blue marlin. Five tags placed in last year's tournament have already been recovered. The furthest was placed by late Puerto Rican captain Mike Benitez; it popped up 4,776 nautical miles away off the coast of Angola, Africa, nearly four months later.

"Expect the tradition to continue next year for our 60th Anniversary," says tournament chair, Miguel Donato.

For more information visit <http://sanjuaninternational.com/V3>.

#### **Water Storage for a Dry Island**

Sailors aren't the only ones who carefully store their precious fresh water in tanks. In September, environmental groups launched a project on Union Island in the notoriously dry Grenadines with the goal of increasing water storage capacity to adapt to the

effects of drought. The average annual rainfall of Union Island is relatively low. Droughts are not uncommon and could become more frequent or prolonged owing to climate change.

The project by the Union Island Environmental Attackers (UIEA) in collaboration with Sustainable Grenadines (SusGren) aims to provide 100 residents on Union Island with a water tank. Katrina Collins, president of the UIEA, says, "An increased water storage capacity on Union Island will contribute to better health and safety conditions for residents, in particular those living in low-income households."

The project is being funded by the Canadian International Development Agency under its Canada Caribbean Disaster Risk Management Fund.

For more information contact the Union Island Environmental Attackers at (784) 496-0736 or Sustainable Grenadines Inc at (784) 485-8779.

#### **New Online Caribbean Environment Kids' Page**

THE United Nations Caribbean Environment Programme (CEP) has launched its new online Kids' Page, designed to build knowledge about coastal and marine resources among its website's young visitors. The official site launch took place on the UNEP CEP website, [www.cep.unep.org](http://www.cep.unep.org), on September 15th.

"As CEP continues to promote the sustainable development of the Caribbean Sea, one of the primary emphases is the need to protect coastal and marine biodiversity and to control, prevent and reduce marine pollution," says Chrisane Williams, team assistant for the CEP Sub-programme on Communication, Education, Training, and Awareness. "The CEP Kids' Page identifies several issues relating to the endangerment of our marine resources and raises an awareness of the need to change our attitudes and behavior so that we can become environment stewards from an early age," she explained.

The website attempts to convey a message through visual images and a range of fun, interactive activities designed to engage the young visitor on marine pollution, biodiversity and environmental education. It also offers games, e-colouring, e-books, information on biodiversity, pollution, as well as a resource area that leads to other sources of children's environmental activities.

Visit the Kids' Page at <http://cep.unep.org/childrens-corner>.

#### **'Save Trellis Bay' Petition Available**

There reportedly are plans afoot in the British Virgin Islands to increase the length of the Terrance B. Lettsome International Airport runway at Beef Island.



Tortola by 3,000 feet. Some residents feel that the current airstrip is sufficient for the BVI's needs and that a longer runway of the proposed size will lead to the degradation of Trellis Bay, a popular yacht anchorage.

A petition against the airport extension is available at [www.avazaz.org/en/petition/Save\\_Trellis\\_Bay](http://www.avazaz.org/en/petition/Save_Trellis_Bay).

#### **New Chair for Carriacou Marine Park**

Allison Caton, Tourism Development Officer for Carriacou and Petite Martinique in the Grenada Board of Tourism, has been elected Chairperson of the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA) Management Board in Carriacou. The marine park board's outgoing chair is Davon Baker.

For more information visit <http://siobmpa.org>.

#### **Focus Your Camera on Seabirds!**

If you're planning a coastal transit or offshore passage in November, December or January, contribute to the 2012 SeaBC Sea Bird Count. The SeaBC was created to raise awareness among long-distance boaters from around the world to record their seabird observations. Last year's inaugural count spanned 100 degrees of latitude from Maine to Antarctica. This year they're encouraging mariners to take digital photos of birds seen at sea.

Instructions and tally sheets are available at <http://tinyurl.com/SeaBC>, or at [facebook.com/BirdingAboard](http://facebook.com/BirdingAboard), where you also can share your photographs and sightings with other birders aboard. All data goes to eBird ([www.eBird.org](http://www.eBird.org)), a worldwide resource for scientists and conservation groups.

Please join the count and contribute much-needed information about pelagic birds!

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# REGATTA NEWS

## Measurers Review CSA Rule for 2013 Racing Season

September 21st through 23rd saw the Caribbean Sailing Association (CSA) measurers congregate in Antigua for their annual review meeting in advance of the 2013 racing season.



The managers of the CSA rating rule traveled from Barbados, St. Maarten, the British Virgin Islands, Grenada and St. Thomas. Their objective was to ensure the written rule effectively takes account of new technology and changes in boat configurations and to assess the interpretation of the rule to be certain that it is the same across all islands to ensure continuity as boats race in regattas across the region. CSA measurers are reviewing the rule to accommodate changes in new sail cuts and designs, carbon standing rigging, swing keels and asymmetric dagger boards and will amend the rule as necessary prior to the start of the season.

Having been in use for more than 50 years, the CSA rating rule has continued to work well as a measure-

ment rule throughout the Caribbean. Because the measurers are on the ground at each regatta they can easily deal with any issues that arise, and assess and measure boats regularly. During the 2011/12 racing season 350 certificates were issued.

Within the measurement team there are literally years of experience from both within and outside of the Caribbean. David de Vries, international judge and chief measurer for some years, has now returned from the 2012 Olympics to focus once again on management of the CSA rating rule. The 2013 season also sees the return of Dick Stroute in Barbados, a former chief

measurer with years of measurement experience. Changes made ahead of the 2013 season will be uploaded to the CSA website [www.caribbean-sailing.com](http://www.caribbean-sailing.com).

## Bequia Boat Shines in New York Classic

A Bequia "two-bow" double-ender made a fine showing in New York Classic Week, October 6th through 8th. David Taylor and Gladwin Taylor sailed Irie, which was built by Orbin Olliviere and dominated her 18-footer class in the 2009 Bequia Easter Regatta. —Continued on next page

Photo at left: CSA measurers aboard Ramblar

This photo: Gladwin Taylor sails Irie past the Statue of Liberty. The Bequia-built 'two-bow' sailed proudly alongside the likes of America II and Ticonderoga at the New York Classic



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—Continued from previous page

David, who is serving in the US Coast Guard and stationed in Staten Island, had *Irie* shipped to the States. At Classic Week, *Irie* sailed alongside legendary yachts such as *America II*, *Black Watch* and *Ticonderoga*. David says, "My father, Hodge, had sailed on *Ticonderoga* when she chartered in the Windwards and rumor has it I may have been conceived on that very boat!"

He adds, "The Classic was three days of very light wind and very cold conditions, fighting unfamiliar tidal currents and large wakes from the hundreds of local ferries zipping around. We were dressed from head to toe in dry suits and wool caps with feet constantly soaked. While sailing past the Statue of Liberty and the Manhattan skyline it was very humbling and a historic feeling to know that *Irie* was probably the first-ever Bequia boat to sail New York Harbor."

"*Irie* was the talk of the docks, with everybody wanting pics with her and just amazed with her construction and sailing performance. She has a carbon-fiber sprit and aluminum boom and mast with all of the modern-day upgrades but still uses sandbags for ballast. While sitting pier-side in Dennis Connor's North Cove Marina we felt a sense of pride sailing with these great sailing vessels and we smiled during the prize-giving when we were awarded a trophy for our efforts."

#### Virgin Islander Lifts King Edward VII Gold Cup in Bermuda

US Virgin Islander Taylor Canfield made a big state-



ment on his future Alpari World Match Racing Tour intentions on October 7th, taking a 3-0 victory over Johnnie Bernsson at the Argo Group Gold Cup in Bermuda.

Canfield joins a list of winners that includes Russell Coultts, Peter Gilmour and Ben Ainslie, all with their names etched on the side of the historic King Edward VII Gold Cup. Canfield is now looking to appear more regularly at the top table of match racing in the coming years. He said: "This is the most prestigious event we've ever won and to join names like Russell Coultts on the trophy with seven wins, I guess that's a good goal for us to try and aim at in the next few years."

Taylor Canfield becomes the second US Virgin Islander to win the event since Peter Holmberg lifted the trophy in 2001.

#### This Month: 20th St. Croix International Regatta 2012

The 20th anniversary of the St. Croix International Regatta will run from November 9th through 11th. The regatta committee has pulled out all stops to draw sailors from throughout the Caribbean and the upper 48 States.

Expect three days of great racing along St. Croix's north shore and Buck Island Channel, and live music every night. Class winners will be weighed on St. Croix Yacht Club's famous Cruzan Rum Scales! The scales date back 20 years and were originally built for Mumm's Champagne — the weighing of a winning skipper is a Mumm's tradition. In 1992, Peter Holmberg was the first winning skipper to get his weight in Champagne. Today, winning skippers are weighed in Cruzan Rum.

For more information visit [www.stcroixyc.com](http://www.stcroixyc.com).

#### Two Weekends: Discover Caribbean Regattas in Puerto Rico

While others may have spent their summer dodging hurricanes, the Race Committee of Ponce Yacht and Fishing Club was busy planning another exciting Discover Caribbean Series Regatta. This year, they'll pack plenty of racing and parties into one weekend, November 9th through 11th, with a feeder race from Fajardo to Salinas scheduled for November 3rd.

Participants in this year's Discover the Caribbean Series will be treated to proper Puerto Rican hospitality, including complimentary boat slips from November 3rd to December 2nd. All racers have complimentary breakfasts and dinners during the regatta and live entertainment to keep the party going all weekend

long. Puerto Rican tradition dictates that the party won't end until the last bottle of rum is gone, which



will take some time as Don Q Rum is one of the main sponsors! The race courses will be windward-leeward for the racing class, and regulatory marks for the cruising class. PYFC is proud for participants to enjoy the newly renovated facilities of the club.

PYFC remains focused on its junior sailing program and later in the month expects the Discover the Caribbean Dinghy Regatta to serve as a fun weekend for aspiring sailors to display their skills on the water. Scheduled for November 23rd through 25th, the dinghy regatta will have Sunfish, Optimist, Snipe and Laser divisions. Puerto Rico's junior champions will be competing along with other top Caribbean juniors, ensuring fierce competition for the podium.

For more information visit [www.discoverpyfc.com](http://www.discoverpyfc.com).

#### Enter Now! La Course de l'Alliance 2012

The 9th La Course de l'Alliance Regatta runs from November 23rd through 25th. Challenging and fun courses take you to St. Martin, St. Maarten, St. Barth's and Anguilla, with the yacht clubs of these islands working together to organize starts and finishes at the different destinations. The regatta is open to classes including monohull cruising, monohull racing and multihull. Each day a dinner gathering provides time for relaxation, camaraderie, and strategy plotting.

—Continued on next page

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—Continued from previous page

Registration and skippers' briefing are at the Yacht Club Marina Fort Louis Restaurant on November 22nd. You can register online now at <http://regattaguru.com/calda>. Prizegiving and party are at the Sint Maarten Yacht Club at 6:30PM on the Sunday evening. For more information visit [www.coursedelalliance.com](http://www.coursedelalliance.com).

**Bumper ARC Heading for St. Lucia**

The Atlantic Rally for Cruisers (ARC) sets sail annually from Las Palmas de Gran Canaria bound for Rodney Bay in St. Lucia, over 2,700 nautical miles away. The



boats sailing every year are a mix of family cruisers, race boats and charter boats from more than 20 nations. More than 30 children under the age of 16 sail with the ARC every year; the oldest participant is usually in his or her 70s or 80s.

ARC entries are at record highs, with potentially more than 230 boats starting in Las Palmas de Gran Canaria on November 25th. The fleet, which ranges in size from the Norwegian Hanse 325 *Quickie* to the British 28-metre (92-foot) CNB fast cruiser *Bristolian*; and in age from 1936-vintage boats *Peregrine* and *Peter von Seestermuhe* to the latest launches. Eighteen percent of the ARC 2012 boats were launched in the last 24 months, with an amazing 26 launched in 2012.

Sailors are already keen to secure their place in ARC 2013: the entry list was opened on September 14th, with ten boats booking in the first 50 minutes; five days later, there were 60 entries.

For more information visit [www.worldcruising.com/arc](http://www.worldcruising.com/arc).

**Huge Enthusiasm for St. Lucia's December Mango Bowl**

This inaugural regatta in St. Lucia on December 1st and 2nd promises to be a winner! As this issue of *Compass* goes to press, the First Citizens Financial Group have announced a major sponsorship of EC\$20,000, matching the Gold Sponsorship from IGY Marinas. Sailors across the Eastern Caribbean from Grenada to St. Martin and Barbados are declaring their interest.

The main Mango Bowl Regatta will have separate events for racing and cruising yachts and catamarans, and J/24s together with Surprise Class yachts. All races will start and finish in Rodney Bay with plenty of room for spectators.

Major prizes include a cash prize for the J/24 and Surprise class and, from IGY Marinas, three free haul-outs — including power wash, antifoul and storage — for each of the three class winners. Many other prizes have been donated by generous sponsors. IGY are also offering heavily discounted docking fees from November 25th.

Social activities over the weekend include the Skippers' Briefing barbecue at the St. Lucia Yacht Club on the Friday, with the formal prizegiving parties at the Ocean Club in Rodney Bay Marina on the Saturday and Sunday.

Before the Mango Bowl, the ARC Flotilla will take to the water in Rodney Bay on November 25th; this is an annual event timed to celebrate the start of the ARC in the Canary Islands and it consists of a large flotilla of boats of all shapes and sizes sailing or motoring from Rodney Bay to Castries and back, culminating in a party at Rodney Bay Marina. With the first boats from the ARC itself expected to arrive at the end of the first week in December there will be plenty of sailing and partying for participants and spectators alike from the end of November onwards!

Register now for the Mango Bowl Regatta! All boats registered by November 16th qualify for a ten-percent discount on the entry fee of US\$100.

For more information see ad on page 15. Further information and registration forms are available from Edgar Roe ([edgar57au@yahoo.com](mailto:edgar57au@yahoo.com), (758) 518-7784) or Franck Chevrier ([franck.chevrier@candw.lc](mailto:franck.chevrier@candw.lc), (758) 484-1003) or on the St. Lucia Yacht Club website, <http://stluciayachtclub.com>.

**'Real Different!' Heineken Regatta Curaçao**

Sailors coming from the Netherlands, United States, Aruba, Bonaire, Curaçao, United Kingdom, St. Maarten and even Australia will deliver a blend of international sailing at the Heineken Regatta Curaçao, January 25th through 27th.

All events and races are in and around the unique Annabaai, the harbor of the historic city of Willemstad, a UNESCO World Heritage site.

At night the village will be transformed into a premium concert area with performances of international artists. After a day of sailing or spectating, it is time to party at the Heineken Regatta village!

For more information see ad on page 14.

**New Grenada Sailing Week, January 31 – February 5**

Recently spun off from the venerable Grenada Sailing Festival, which will now be for workboats only, the newly formed Grenada Sailing Week takes over the yacht regatta side. GSW's website [www.grenadasailingweek.com](http://www.grenadasailingweek.com) is now up and running, e-mail contact can be made at [info@grenadasailingweek.com](mailto:info@grenadasailingweek.com) and news and views about the event can be aired on the Facebook page "grenada sailing week". Best of all, registration can be done online with the greatest of ease, including payment of registration fees — an unbeatable US\$60 per boat. GSW organizers want everyone to feel welcome, whether your boat is big or small, hi-tech racer, fast cruiser or fun-loving charter yacht.

The services of international protest jury judges, an experienced measurer and race officer are being secured to ensure a high standard of competition and safety. Tim Wright will be out there on the water to take the shots that have made his photography world-renowned. A selection of challenging race courses to suit the types of boats entered and the sailing conditions on each race day are being planned. The four race days will be split by a Lay Day.

Camper & Nicholson's is the main sponsor for the event known as the Grenada Sailing Week Camper & Nicholson's Race Series. Participants will benefit as in the past from the use of the ideal Port Louis Marina facility, conveniently placed for access to racing courses and fully equipped to host after-racing events. This is a regatta for racing sailors, organized by racing sailors, but the fun side will not be neglected. Support for this event has been very positive, with international and local companies keen to sponsor...  
—Continued on next page



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—Continued from previous page  
 ... the four Race Days and provide great after race entertainment and prizegiving parties.  
 For more information visit  
[www.grenadasailingweek.com](http://www.grenadasailingweek.com).

**'Hot and Cool' February: Club Nautico de San Juan Regatta**  
 The 12th Club Nautico de San Juan's International Regatta, set for February 1st through 3rd, 2013, offers a unique combination of hot competition for skilled dinghy and one-design sailors and a cool chance for beginners to garner excellent experience.  
 "We look forward to hosting over 100 competitors from the Caribbean, the USA, Central America and the world," says Commodore Gustavo Hermida. Fifty-eight sailors from Puerto Rico, the US Virgin Islands, British Virgin Islands, St. Maarten and Curaçao are already registered.  
 For more information visit [www.nauticodesanjuan.com/sailingprogram](http://www.nauticodesanjuan.com/sailingprogram).

**Jolly Harbour Valentine's Regatta Plans Under Way**  
 Plans for Antigua's "all new" Jolly Harbour Valentine's Regatta, racing February 7th through 10th, 2013, are now well under way and excitement is starting to build



JOYR SAILORS DAY / WWW.LEADIMAGE.ORG

about this year's expanded format. The Regatta is held annually on the weekend closest to Valentine's Day in the week before the start of the RORC Caribbean 600.  
 Recent promotional activities for this 20th Anniversary edition include representation at Cowes Week, the Newport Boat Show, the LO 300 race in Toronto, and the

Southampton Boat Show.  
 As news of the revised format spreads, the feedback has been positive. Kathy Lammers, Chairman of the Race Committee, explains: "I have spoken about this event with sailors in several different countries over the course of the summer and everyone agrees that the conditions for a fun, professionally run regatta don't get much better than on the west coast of Antigua. The concept of a regatta that incorporates dinghy, one-design and pursuit races alongside the usual more serious racing is exceptionally appealing to sailors. We have no doubt that the 20th anniversary of the Jolly Harbour Valentine's Regatta is going to be a huge success!" For interested sailors without a boat, there are charter opportunities available locally from SunSail, Ondeck and several private race charter boats from throughout the region.  
 —Continued on page 45

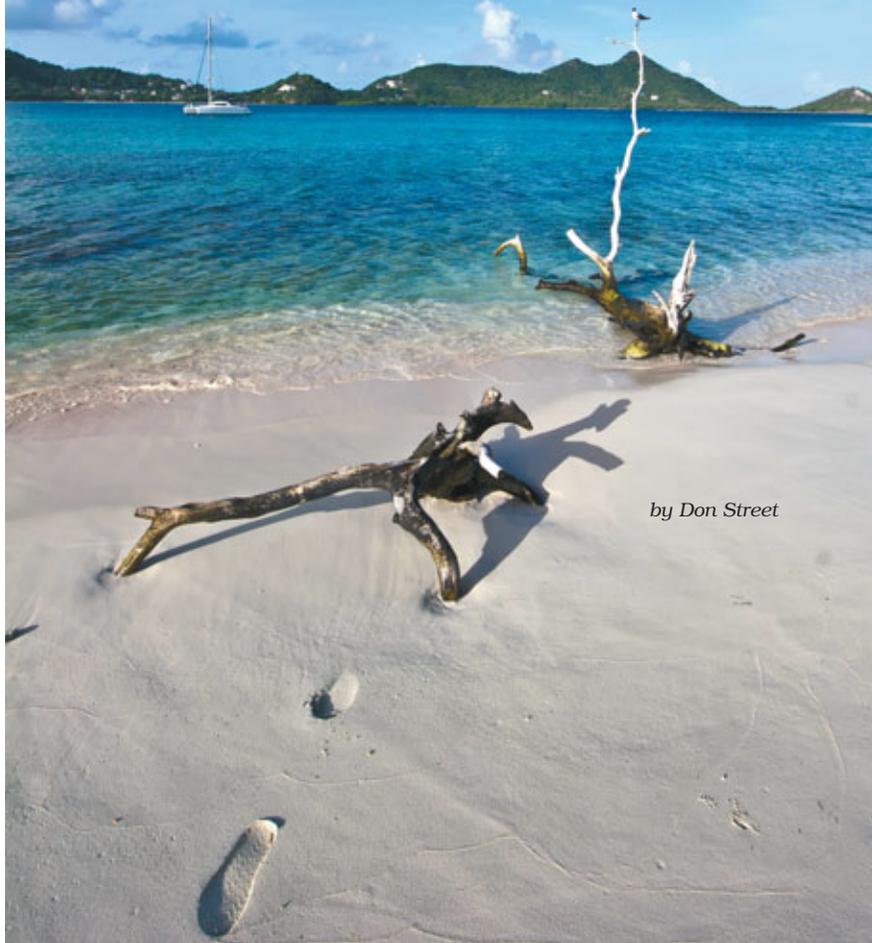
A promotional banner for the Jolly Harbour Valentine's Regatta. The top section has a dark blue background with the text "JOLLY HARBOUR VALENTINE'S REGATTA" in large, white, sans-serif font. Below this, in a smaller white font, it says "where sailing meets fun" and "February 7 - 10, 2013". The middle section is a photograph of several sailboats racing on the water. The bottom section has a dark blue background with the text "FANTASTIC RACING AND AWESOME PARTIES. DON'T MISS IT!" in white, and the website "WWW.JOLLYHARBOURREGATTA.COM" below it.

A promotional banner for Grenada Grenadines Yachting. The background is a photograph of three men in green polo shirts and white shorts celebrating on the deck of a sailboat. They have their arms raised in the air. The banner has a green and blue color scheme. At the top, there is a stylized logo of the letters "GG" in white. Below the logo, the text "Grenada Grenadines YACHTING" is written in white. On the left side, the text "We are Sailing" is written in large, bold, yellow font. At the bottom, there is a logo for "GRENADA" with a small graphic of a sailboat and the tagline "The Spice of the Caribbean". Below the logo, the website "www.grenadagrenadines.com" is written in white.

Discovering Quiet Anchorages in the Eastern Caribbean

Part One:

# SAILING SOUTHWARD FROM ANTIGUA



by Don Street

DAVID BAKER

### Do Your Homework

Sailors are continually complaining that all the anchorages in the Eastern Caribbean are overcrowded and loaded with mooring balls. This is not so. Yachtsmen exhibit the lemming instinct: they tend to follow each other to the same popular anchorages, seldom getting off the beaten track.

If you really want to enjoy exploring the Eastern Caribbean, buy not only my guide to the area you wish to cruise but also the relevant Chris Doyle guide to the Windwards or Leewards, and/or Nancy and Simon Scott's guide to the US and British Virgin Islands. The guides are not expensive: about the same price as a meal for two in a cheap restaurant or a meal for one in a very good restaurant. Also buy from Imray Nautical Charts and Books ([www.imray.com](http://www.imray.com)) the memory stick that shows all the Imray-lolaire charts for the area from Trinidad to St. Thomas. Read the relevant guides and crosscheck them while looking at the relevant chart on your laptop. Once you have decided exactly where you want to cruise, buy the relevant Imray-lolaire chart. All this research can be done before you arrive in the Eastern Caribbean.

Chris Doyle's guides are full of up-to-date information on Customs and Immigration procedures (which change with amazing frequency), bars, restaurants, explorations ashore and descriptions of the anchorages popular with bareboats and many cruising yachtsmen. (These are anchorages you might want to avoid if you want a quiet night!)

My guides are long on inter-island sailing directions, navigation and piloting information, harbour piloting directions, and making inter-island passages taking advantage of tidal and wind conditions. I have also included interesting historical information and anecdotes.

Read Doyle's and my guides carefully, side by side. Circle in my guide the anchorages that are not described, or are barely described, in Doyle's guide. Visit the encircled anchorages and you will be guaranteed if not an empty anchorage, at least an uncrowded one. If another boat is in the anchorage, its crew probably has my guide on board.

Check the information on the back of the relevant Imray-lolaire chart for information on inter-island sailing and harbour piloting directions, and also visit [www.imray.com](http://www.imray.com) for updates to the chart. Inter-island sailing directions are found on the backs of the general charts A3, A4 and B. Especially when entering harbours, do your navigating and piloting in good light, with the chart in front of you, and *eyeball navigating*, not electronic navigating!

In the following text the numbers referred to are the pages in the relevant Street's guide: either *Anguilla to Dominica* or *Martinique to Trinidad*. Read the pilotage details carefully — quiet anchorages are unfrequented by the masses for good reason.

### South from Antigua

First read all the front matter in *Street's Guide, Anguilla to Dominica*, including the Sailing Directions (pages 1 through 7) plus the information on the back of all the Imray-lolaire charts.

From English and Falmouth Harbours there are three routes south: the milk run to leeward of all the islands, the middle route through Guadeloupe via the Riviere Salée, and the off-the-beaten-track route to Desirade, Marie Galante and windward of Dominica and on to the windward coast of Martinique — the Street family's favourite cruising ground.

### THE MILK RUN

The milk run is a fast 40-mile course 200 magnetic to reach to Deshaies, Guadeloupe, and then down the lee coast of Guadeloupe, to the Saintes (pages 152/7), the leeward coast of Dominica, and the leeward coast of Martinique and on to St. Lucia.

—Continued on next page



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Calivigny Bay, St. George's, Grenada W.I., POS 12°00'11N / 61°43'29W

—Continued from previous page

This route is well covered by both my and Doyle's guides: check my guide for piloting and inter-island sailing directions, Doyle's for shoreside explorations. Also Doyle is more up-to-date on the very pleasant changes for the better in Dominica.

151/2), and then on to Marie Galante (pages 156/7) with its mile after mile of deserted white sand beaches and very little tourist development.

From Marie Galante it is a straight shot, 75 miles on a course of 172 magnetic, to the windward coast of Martinique. This should be a fast run, as in January and

February the wind is usually slightly north of east. Since you have already entered French waters in either Desirade or Marie Galante, you do not have to clear Customs in Martinique. Spend a week exploring the unfrequented east coast of Martinique before heading south to St. Lucia.

When clearing from Martinique, anchor the boat off Ste. Anne, then take the dinghy to Cul de Sac Marin as there will probably be no room in any of the marinas and the harbour can be so full of boats it is almost impossible to find room to anchor. Do your clearance, then go to the shipyard, leave the dinghy, walk up the hill to the supermarket, load up with the good French wine, cheese and other goodies, and taxi back to the dinghy.

From Ste. Anne it is an easy, quick broad reach course, 205 magnetic for 22 miles, to Rodney Bay, which will have plenty of space once the ARC fleet has departed.

**South from St. Lucia**

From Rodney Bay, the landfall of the ARC, there is a milk run south to the Pitons, on to the lee coast of St. Vincent, and on to Bequia, all well described in both my and Doyle's guides.

However, to get off the beaten track, from the Pitons head southeast for six miles to Laborie (*Street's Guide, Martinique to Trinidad*, page 62). I feel this is St. Lucia's most attractive village. The anchorage is quiet, uncrowded and as of March 2012 there were no mooring balls! From Laborie it is three miles on to Vieux Fort (page 63). Anchor in the southeast corner, leave the dinghy in the fishing harbour and pay a small boy to watch it. Or bypass Vieux Fort and sail two miles farther around the corner to Anse de Sable (pages 63/64). To get out of the swell that hooks around both ends of Maria Island, anchor as close to shore as your draft permits, and anchor bow and stern.

—Continued on next page



CHRIS DOYLE

**THE MIDDLE ROUTE**

The middle route is for boats that draw six feet or less. Sail south from the English and Falmouth Harbour area 40 miles on a course of 178 magnetic to the entrance to Guadeloupe's Gran Cul de Sac de Marin (page 134/8) and through the Riviere Salée. Anchor north of the bridge and be prepared to spend a night fighting mosquitoes until the bridge opens before dawn. Proceed to Pointe-à-Pitre (pages 140/4), then on to the Saintes and the remaining milk run as above.

**OFF THE BEATEN TRACK**

To really get off the beaten track, from English or Falmouth Harbour it's a short beat to windward to Green Island and its many quiet anchorages (pages 94/7). From there it is a course of 160 magnetic, 55 miles to the gap between the islands of Desirade and Guadeloupe. This will be a tough leg but it will be worth it. This leg may be hard on the wind on port tack, but by the end of December or early January the wind should be a little north of east.

A tip: If you are hard on the wind, do a little cheating. Turn on the engine and let it tick over at about 1,000 RPM — but sail the boat as if the engine was not on. The engine at low RPMs probably will not increase the speed but it will mean when you hit the odd wave wrong the boat will not stop but will continue on, plus the engine will probably allow you to sail five degrees higher, possibly a little more, than if you were under sail alone. Do this whenever you have a tough beat to windward and life will be much more pleasant.

Once through the gap between Desirade and Guadeloupe, you have two choices. If you draw six feet or less you can enter Desirade's Grande Anse, as the channel has been dredged to seven feet (pages 148/150). On Desirade you will discover the clock has been turned back 30 years as the island has been almost completely bypassed by tourism. From Desirade, it is a short sail on to Petite Terre (pages

Laborie on the south coast of St. Lucia is a unique stop: see [www.lovelaborie.com/index.php/drop-anchor](http://www.lovelaborie.com/index.php/drop-anchor)



KAY WILSON

In addition to routing and anchorage selection, timing can be important, too. In the summer, even the famous Tobago Cays offer quiet and uncrowded anchorages

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—Continued from previous page

From Maria Island it is a 45-mile leg to Baliceaux (pages 99/100). The course is 210 magnetic so it is guaranteed to be a fast hull-speed reach. Note, however, that technically you are not allowed to anchor at

Baliceaux without first clearing into St. Vincent & the Grenadines waters. You can clear in at nearby Mustique, and then go to Baliceaux for your solitude. Note also that the island of Baliceaux is private property: stick to the boat and the beach.



ROSE BARR

Above: If you opt to take the 'milk run' south from Antigua, Deshaies in Guadeloupe will be your first port of call

Below: The search for a quiet anchorage is rewarded



CASIMIR HOFFMANN

Sailing through the Grenadines, crosscheck my guide and Doyle's and plan accordingly. I urge visiting the east coast of Canouan (pages 102 to 105) and the east coast of Mayreau, (pages 116/117), rather than the Tobago Cays. However, owing to Customs regulations, leave the east coast of Carriacou (pages 133/135) until you are heading north from Grenada.

Forget about the milk run down the lee coast of Grenada, and a beat to windward of three to six miles against sea and current to your anchorage on Grenada's south coast. Instead, have a glorious sail down the windward coast of Grenada and into whichever harbour on the south coast takes your fancy. See pages 153/159 in my guide; crosscheck against Imray-lolaire chart B32 and the corrections to update B32 on www.imray.com, and also Doyle's guide. Do this and you will be completely up-to-date on the changes that are regularly happening on the south coast of Grenada.

Next month: Discovering Quiet Anchorages in the Eastern Caribbean, Part Two: Sailing Northward from Grenada.

## About the Author

Don Street has been cruising, racing, chartering, exploring, charting and writing about the Caribbean for the past 55 years — and is still at it. At 82 he is the oldest, longest-serving yachting writer in the world who is still writing, sailing and drinking beer.

From 1957 to 1995 Don sailed *lolaire*, his 46-foot engineless yawl, in the Caribbean. In 1995 he sailed *lolaire* to Europe (his seventh transatlantic on *lolaire*; he has done five transatlantics on other boats) and based *lolaire* in Europe. From '95 until 2002, he continued to sail and explore the Caribbean on *Li'l lolaire*, his 28-foot engineless yawl. *Li'l lolaire* was done in by a catamaran dragging down on her in the closing hours of Hurricane Ivan "the terrible" in 2004. He now sails the Caribbean on OPB (other people's boats).



LUKA PONE

The first of his probably 300 published magazine articles, "Going South", appeared in September 1964 in *Yachting* magazine, at the time the number one yachting magazine in the world. Don's first cruising guide, *Yachtsman's Guide to the Virgin Islands*, also came out in 1964: 33 pages privately printed on a hand-powered mimeograph machine.

His first major guide, *A Cruising Guide to the Lesser Antilles*, was published in 1966 and is still available — a wonderful bit of nostalgia. Don proudly states that this book opened the Eastern Caribbean to the cruising yachtsman and made bareboat chartering possible. Through the years this guide has been rewritten and expanded to four separate guides covering all anchorages from the western end of Puerto Rico, eastwards and south through the islands to Trinidad and westwards along the Venezuelan coast and offshore islands to Aruba.

In the early 1980s, Don stated in print that if anyone could come up with an anchorage in the Eastern Caribbean that he had not described in his guides, he would buy the drinks. He swears that he has never had to do so!

In 1986, Don wrote his *Transatlantic Crossing Guide*, misnamed as it also covered getting to and from the Eastern Caribbean from the east coast of the States and Panama, and also included a cruising guide to all the Atlantic Islands. This guide has been completely rewritten, updated and expanded and will be published under the title *Street's Guide to the Atlantic and Caribbean Basins*.

In September 2011, his *Guide to the Cape Verdes* came out. Don hopes this guide will open up the Cape Verdes in the same fashion as his *Cruising Guide to the Lesser Antilles* opened up the Eastern Caribbean to the cruising yachtsman.

Don has been writing for *Caribbean Compass* for more than 15 years, and has never been shy about plugging his books.



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DESTINATIONS

# Trinidad and Tobago: To Go or Not?



by Sarah Smith

### Decisions, decisions...

We (my husband, David, myself and our two children, Bethany aged 14, and Bryn aged 12) were relatively late arriving in the Caribbean, making landfall in Tobago at the end of March 2012 after a 26-day passage from The Gambia in West Africa in our 43-foot sloop, *Cape*. We hadn't got far up the Windward Island chain, therefore, before our first hurricane season approached.

We were unsure where to spend the hurricane season; the obvious (easy) choices appeared to be Grenada or Trinidad. Grenada always comes well recommended, and we know people who return there year after year.

—Continued on next page

Above: For summertime boat services, the Smiths chose Chaguaramas

Right: For R&R they joined local fishermen at Englishman's Bay, Tobago





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We spent a week at anchor in Grenada to get a feel of the place, and while it had a good cruiser community and all of the boat maintenance facilities that we might need, our first impression was that the facilities were spread out, and the anchorages crowded and murky, or a bit too far apart for easy movement by dinghy. The other option was Trinidad — and rumour had it that Chaguaramas was dirty, noisy and downright dangerous!

**Seeing Trinidad for ourselves**

We were cruising in company with Terry on *Libertine*, whom we had first met in Greece a couple of years previously. He had spent some of the previous hurricane season in Grenada, but had found the fact that he wasn't able to work on his own boat (due to marina

regulations and the close packing of the boats on the hard) restrictive. Terry had a lift booked in Chaguaramas. As the hurricane season descended, we island hopped south with him from Bequia to Trinidad, filled with morbid curiosity to see for ourselves whether Chaguaramas really was as dirty and crime-ridden as its reputation. We had an uneventful trip from Grenada to Trinidad — taking about 12 hours to sail overnight from Clarke's Court to Chaguaramas.

Trinidad was actually a pleasant surprise! While Chaguaramas can be noisy and dirty (it is, after all, a working commercial port) and we sometimes woke to find a film of diesel on the water, or plastic bottles and polystyrene burger cartons bumping along the hull, most days the water was clear and we often had fish and turtles swimming around our berth in the marina. We didn't wander far away from the marina complexes at night, but didn't need to as the restaurants and bars were only a short walk or dinghy ride away. The locals we met were friendly and helpful, the work that we had done was professional and very reasonably priced, and we were allowed to work on *Cape's* hull ourselves. There wasn't a single dinghy theft reported while we were there — in fact, the only dinghy-related event on the daily Trinidad VHF cruiser net (Trinidad Cruisers Facebook page: <http://www.facebook.com/groups/138065706283722/>) in the nine weeks that we were there was a report by one of the locals that he had found a dinghy floating loose and had tied it up at the Power Boats pontoon for collection by its owner! Yes, the fishermen drive their progues too quickly through the anchorage, but from what we saw, the cruisers are just as guilty — it's just their outboards aren't as powerful.

As ever, it is the people who make a place and we met some wonderful folks. There were plenty of things going on to keep us occupied — regular aquarobics (reported in *Caribbean Compass*, September 2012); barbecues; Mexican Train dominoes; swordfish, ribs,

or bake-and-shark evenings; and sport events shown on wide-screen TV — all on our doorstep (or should that be dinghy dock). There were organized, regular trips to shops of all kinds ([www.membersonlymaxitaxi.com/](http://www.membersonlymaxitaxi.com/)), including a selection of malls, specialist meat and deli stores, DIY stores, PriceSmart for wholesale prices, supermarkets, and the wholesale fruit, veg and meat market (for those capable of getting up in time for an early bus). There were trips to MovieTown, leather-back turtle watching (reported in *Compass*, October 2012), the Asa Wright Nature Centre, Angostura Bitters and the pitch lake. We went gorge scrambling in the Guanapo Gorge ([www.hikesekers.com/trinidad-guanapo-gorge/](http://www.hikesekers.com/trinidad-guanapo-gorge/)), and gorged ourselves on 64 different types of local foods on Jesse James' "Taste of Trinidad" tour. If there wasn't an organized trip to where we wanted to go, it was easy to hop in a maxi-taxi. There was even a small gang of boat kids to keep our young teenagers amused and out of too much mischief after boat school each morning.

We lifted out to do what we needed to do to *Cape's* bottom. We ended up having to do a bit more than we originally planned (typical!) and were on the hard for 19 days rather than the planned five, but eventually managed to make it back into the water. Once afloat we were desperate to get back to anchor. While there are a couple of anchorages in Chaguaramas, we were craving white sand and turquoise water — neither Chaguaramas nor Grenada fitted this bill as far as we were concerned.



**Trinidad to Tobago**

Most cruisers that we met had not been to Tobago, and considered it difficult to get to from Trinidad as the trip involves a beat into the prevailing wind and current. I was chatting to one of the locals about where we were off to next. When I said Tobago, I expected the usual shake of the head and warning that it wasn't easy to get to from Trinidad. Instead, he explained that he made the trip regularly and it usually took him about 12 hours — he was keen to show me on a chart the route that he and the other locals take. Basically the route he showed me was out of Chaguaramas north through the Boca, then hugging the north coast of Trinidad as far as Grande Riviere before changing course for Scarborough or Store Bay in Tobago. While perceived wisdom is that one will be fighting against the current and wind to go north along the north coast of Trinidad, this route makes use of an in-shore counter-current. When questioned about how 'close' he meant, he said 100 yards offshore.

—Continued on next page



Clockwise from left: Manzanilla Beach, Trinidad; inset: Bethany and Bryn at Pigeon Point, Tobago; David bracing himself to try XXX-hot sauce; an open CPN screen shot of our route from Trinidad to Tobago

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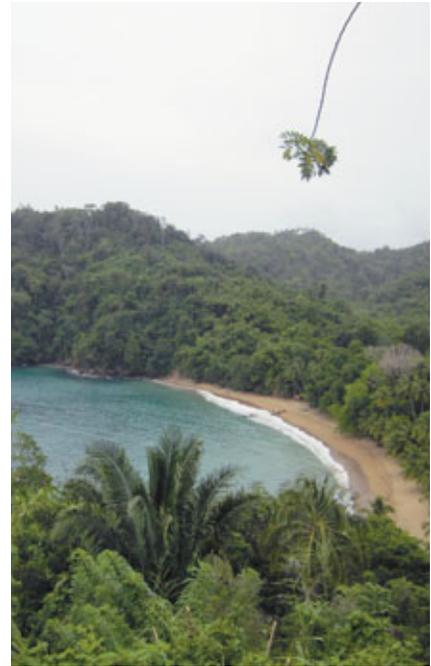
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We paid our bills, informed Customs and Immigration of our plans, said goodbye to the friends that we had made and headed off to anchor in Scotland Bay. At about 2300 hours we left the anchorage and headed out of the Boca. There was a bit of current against us coming out of the Boca and for the first couple of miles, but after this we had at least two knots of current with us (we normally motor at about four to five knots, but made seven and a half knots for most of the trip along this route). We could probably have gone even closer in shore, but stayed about three-quarters of a mile off; we had plenty of water here (20 to 40 metres, or roughly 60 to 80 feet, of water all along the coast of Trinidad), we were outside of any hazards (all rocks are clearly marked on the chart) and felt comfortable at this distance.

We altered course for Tobago at Grande Riviere, heading for Store Bay; this route took us to the west of the reefs off the southern end of Tobago (the current might push you onto these if you went to the east of them), and kept us out of the way of the Trinidad-Tobago ferries (heading into/out of Scarborough). We did not take any particular tides into account, but leaving Scotland Bay just before midnight meant that we arrived in daylight in Store Bay and had time to take a maxi-taxi into Scarborough to check in (courtesy check-in only) with Immigration and Customs on the day of arrival. We had friends who had taken the same route the week previously and had a similar passage to us — so our experience wasn't just beginner's luck!

There is no doubt that Tobago is a little off the beaten track for most cruisers — for us this is part of its charm. Store Bay Marine Services ([www.sbms.co.tt](http://www.sbms.co.tt)) provide WiFi, water and laundry facilities as well as having a team of engineers and mechanics who can assist with repairs and source parts at short notice and are always ready to help out with any problems you might have. They can also point you in the right direction for fuel and gas. There are bars, restaurants and car hire in Store Bay, and easy access to supermarkets and DIY stores. The island itself is outside the hurricane belt, laid back and friendly, and crime is extremely low (Tobago Cruisers FaceBook page: [www.facebook.com/groups/129897313763488](https://www.facebook.com/groups/129897313763488)). The snorkeling and diving are amazing, and there are a

number of fantastic anchorages between Store Bay and Charlottesville.

Hang on, I shouldn't be telling you all of this — our little piece of paradise will be getting busy!

Visit Cape's blog at <http://blog.mailasail.com/cape>



Clockwise from top left: Pigeon Point, Tobago; Englishman's Bay, Tobago; Collecting coconuts on the beach at Pigeon Point; Jesse with Bryn sampling barbecued pigtail on the 'Taste of Trinidad' tour



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# TRINIDAD: FAR MORE THAN A HURRICANE HOLE

by Frank Virgintin



Main photo: Trinidad's popular SSCA host, Jesse James, at the Hanuman temple  
Inset: Port of Spain is a major city, with all that that implies

Life has a way of organizing us around patterns. When hurricane season approaches, we find a safe place to put our boat and then bide our time until cruising season starts once again.

In the Caribbean some cruisers have passed hurri-

cane season in Grenada, while others chose Trinidad and still others Venezuela or the ABC Islands. The Rio Dulce is popular in the western Caribbean. Some boats even stayed in the northern Caribbean.

Now that it is time to set sail, we plan our destinations

most often around harbors, bays and anchorages. Trinidad is not a cruising destination in that sense; the island has never been the type of place where you move from one anchorage to another. The chief port of call is Chaguaramas. This area of Trinidad, located at the northwest corner, is a peninsula that contains the largest density of boating facilities in the Caribbean and perhaps the world. Marinas, boatyards and various marine trades are readily available. Chaguaramas is a working harbor and has an industrial aspect that is magnified by the oil industry. People do not jump off their boats and swim in the Chaguaramas anchorage. One usually goes to Trinidad to wait out the hurricane season and perhaps to undertake work on the boat.

However, there is another side of Trinidad that is less well known: it can be "cruised" inland.

## Culture Cruising

Trinidad is beautiful, interesting and multicultural in the very real sense of the word, embracing European, African, Chinese and East Indian cultures. Trinidad Carnival, traditionally celebrated before Lent (it will climax on February 11th and 12th in 2013), is famous around the world. It is the high point of the island's year.

There are other holidays as well, so many in fact that it seems like there is one almost every week. Many of the festivals celebrated in Trinidad are religious observances. These include the Muslim festivals of Hosay, in which multi-colored model mausoleums are paraded and then ritually offered up to the sea (November 21st through 24th and 27th, 2012); and Eid-ul-Fitr, which marks the end of Ramadan, the Islamic holy month of fasting (August 8th or 9th, 2013); and the Hindu festival of Diwali (November 13th, 2012), which involves the lighting of small clay lamps filled with oil to signify the triumph of good over evil. Other festivals, such as Emancipation Day (August 1st annually) and Indian Arrival Day (May 30th annually), highlight the contributions specific ethnic groups have made to the island's development.

Cruisers who make Chaguaramas a destination can have a wonderful time traveling around the island and exploring these different cultures. For more than a decade Jesse James, owner of Members Only Maxi Taxi ([www.membersonlymaxitaxi.com](http://www.membersonlymaxitaxi.com)), has specialized in taking cruisers safely around the island. He knows his homeland in detail and can arrange a staggering selection of trips, such as visits to the bird sanctuary, to a Hindu temple or to famous beaches.

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## MERIDIAN PASSAGE OF THE MOON

### NOVEMBER - DECEMBER 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-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

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

Note: the maximum tide is 3 or 4 days after the new and full moons.  
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

November	TIME	21	1849	11	0957
1	0123	22	1933	12	1059
2	0211	23	2017	13	1204 (new moon)
3	0259	24	2103	14	1307
4	0347	25	2146	15	1407
5	0434	26	2232	16	1503
6	0521	27	2319	17	1555
7	0608	28	0000 (full moon)	18	1644
8	0654	29	0007	19	1730
9	0742	30	0055	20	1815
10	0831			21	1899
11	0923	December		22	1944
12	1018	1	0144	23	2029
13	1117 (new moon)	2	0231	24	2116
14	1220	3	0318	25	2203
15	1323	4	0404	26	2252
16	1426	5	0449	27	2340
17	1526	6	0533	28	0000 (full moon)
18	1622	7	0622	29	0028
19	1714	8	0710	30	0116
20	1813	9	0802	31	0202
		10	0857		

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You can even go watch baby turtles hatch at night or visit a lake made of pitch tar. Jesse is the SSCA host in Trinidad but most importantly he is a friend to those who cruise on boats. He understands their needs. Aside from paid trips in his excellent maxi van, he takes cruisers on free weekly food shopping trips and is a veritable encyclopedia of information. If you want to explore Trinidad, see Jesse.



CHRIS DOYLE

boats, which is a risk throughout the Caribbean, I have always felt safe in this country. Trinis are a delight to be with. They are very sociable and love to "lime" (hang out and discuss this and that over a brew).

There are other bonuses as well. Port of Spain is not far from Chaguaramas; there are buses and taxis to take you there. It is the capital of Trinidad and is a reasonably large city with all that that implies. However, midway between Chaguaramas and Port of Spain there are some useful and convenient stops.

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MICHELLE ROULLFO

From interesting shopping to unspoiled nature to the best-known Carnival in the Caribbean, Trinidad offers a broad range of 'inland cruising' attractions

to find good food and good company.

In addition, a short ride from Chaguaramas takes you to two vibrant shopping malls: Westmall and then PriceSmart. The second one, where PriceSmart is located, has a very modern multiplex theatre as well as a multitude of wonderful restaurants and stores. PriceSmart is like a Sam's Club, where you can re-provision to your heart's content and perhaps your wallet's dismay.

**Further Reading**

The range of what Trinidad has to offer is immense. You can learn more by obtaining two free, high-quality tourism magazines. They are distributed throughout Trinidad and are worth the effort to read. *Ins & Outs of Trinidad & Tobago* is a glossy about 200 pages long. Inside its pages you can review all of what Trinidad & Tobago has to offer. *Creole* magazine, also a glossy, is about 80 pages. It is THE guide to dining in Trinidad & Tobago. Also be sure to pick up a copy of *The Boca*, Trinidad's free waterfront magazine.



FRANK VIRGINITO

Do not think of Trinidad as only a hurricane hole — it is far more than that. It has the greatest concentration of boatyard and boating facilities I have seen anywhere in the world. It also has unforgettable cultural aspects as well as beautiful terrain, shopping, restaurants and the fellowship of the cruising community. And in addition to its "day" life, it also has night-life. Don't miss it!

Frank Virginito is the author of *Free Cruising Guides* ([www.freecruisingguide.com](http://www.freecruisingguide.com)).

**Safety, Sociability and Shopping**

Some cruisers have told me that they are concerned about the crime statistics for Trinidad. I have found over the 15 years that I have passed hurricane season there, that most of the crime is inner-city crime and domestic crime. Except for risk of theft from cruising

facility and can take care of most medical needs, quickly and at reasonable cost. There is an excellent dental clinic close by.

There is also a fantastic fruit and vegetable market that will make you happy. It is located in Chaguanas, a large East Indian settlement. If you like East Indian culture the stores and the food stands will not disappoint you.

Chaguaramas itself has many restaurants and bars where cruisers get together. You never have to go far

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## ALL ASHORE...



# DAYSAIL TO MUSTIQUE

by Richard Dey

After rounding up and having her headsails lowered, the schooner *Friendship Rose* was anchored in Britannia Bay, off the ramshackle thatched buildings on stilts over the water known as "Basil's". She had made the sail from Bequia in about two hours.



*Top: The Friendship Rose anchored in Britannia Bay  
 Above: Approaching the classic white structure — now a small but mighty museum — you can see old pieces of sugar mill machinery*

A fully rigged Bequia whaleboat, the only one now fishing, lay at anchor, not a little incongruously among the megayachts. It was only ten o'clock in the morning of a late February day but already it was hot in the lee of the low but hilly little island.

Our party of twenty-odd daytrippers wasted no time going ashore. Those looking for the rich and famous were soon disappointed. Apparently they, the rich and famous, were cool in their breezy villas and infinity pools high on the island ridgeline. Even a peek in at Basil's Bar and restaurant revealed no Mick Jagers.

Having another object in mind, my son Alex and I walked through the local village, in which live some 500 fishermen, government workers, and folks who staff the elaborate homes. It was by government design, I explained to Alex, that the locals intermingling with the part-time expatriates and those who rent their villas.

Mustique, before the late-1950s, was privately owned by a prominent mercantile Vincentian family. Once a cotton plantation, the 1,400-acre island was used for raising livestock and by fishermen who camped on its shores. Development was in the air at that time and in 1958 the Guinness Brewery heir, Colin Tennant (a.k.a. Lord Glenconner) purchased the island and developed it into the kind of winter retreat the late Princess Margaret and her friends would want to party in. And party they did.

At the end of the village, we hiked uphill. From the post office, on whose wall was the only map of the island available, we took a taxi out past the airport. The Kawasaki Mule, in two- or four-seat configuration, is the ubiquitous battery-run vehicle of choice. Beyond the airport lie gently rolling grounds, then quite parched.

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The taxi driver let us off at the Cotton House Beach Café and promised to pick us up in time for the 1:00pm launch for lunch back aboard the schooner.

The round base of an old windmill loomed in the far distance, and we set off toward it. On the way, amidst all the severely browned grasses, is a lily pond with a running fountain, surrounded by pampas and other tall grasses. In the pond were gorgeous purple-flowered lilies. Had they been a shrine and I a pilgrim, I might have sat and meditated there through the noon hour.

The windmill, I knew, was a gift shop and I hoped to meet the manager and see if she would carry my two island books. Approaching the classic white structure, built of fieldstone and thinning as it rose to a kind of conical hat, we saw old pieces of sugar mill machinery but no sign of a shop. Instead, the shop had been transformed. Or should I say the windmill? The Mustique History Museum had opened two months before, in December 2009.

The door was open and we walked into a two-story air-conditioned miniature collection of artifacts from the island's pre-Columbian, Colonial, and Modern eras. Photographs documented the development story. On the second floor, gained by a winding iron stair, were examples of the island's natural history. We absorbed what we could, my notepad absorbing as much sweat from my brow as ink from my pen.

Having had a minor part in the struggling Bequia Heritage Museum project for many years, I was amazed at what money and a conscientious, determined populace had done. It was a small but mighty museum, very nicely done, and it presented all any casual visitor would want to know of the island's history.

Thinking a rum punch would be just the thing, we walked downhill to the Great House. Ascending up its two-sided staircase, we crossed the spacious veranda, and entered its even more spacious Great Room. The sumptuously appointed, cool and



'A lily pond, surrounded by pampas and other tall grasses... I might have sat and meditated there through the noon hour'

shady scene was spread out over a polished hardwood floor, beneath a lofty peaked roof replete with slow-turning fans. We marveled at an antique bureau decorated with shells. A baby-grand piano suggested both reverie and revelry. It was hard to believe this coral structure was originally an eighteenth-century warehouse for molasses barrels.

It turned out we were the only people there and the bar was closed. On our way out, past the northern veranda set for dinner with tables draped in white linen, each with a vase of fresh flowers and, presumably, sterling flat- and hollow-ware, we noticed a thick book decorated on its front cover with coral and shells. Was it for reservations? No! It was for guests to sign. After quickly leafing through it and finding no signatures I recognized, I signed it anyway, exhorting history buffs to read my *Adventures in the Trade Wind*.

And then back across the burnt plain we high-tailed it to the Beach Café where we gulped down a Hairoun beer or two and waited for the taxi. The taxi didn't show up, of course, so we took another and returned to the dock in time for lunch aboard the schooner, which dozed at anchor, her main and fore raised, and her pale lavender-blue topsides dazzling on the dark blue water beneath a light blue sky.

Back aboard the *Rose*, we were greeted with rum punches and then lunch — fish, peas and rice, green string beans, and key lime pie and fruit for dessert. The next order of pleasure was to go snorkeling or swimming on the beach. We chose snorkeling. We went in the flat-bottomed dinghy northward, then fell overboard and snorkeled southwards along the coral and rock. A few coral heads, many boulders, and a few bright fish attracted our eyes, and it was fun just to flipper along and spout water, but of course it was nothing like the Tobago Cays. More rum punches, however, and the difference was academic.

On the return sail to Bequia, we got to talking with a young couple who were on their honeymoon. Barely clothed, radiating sexuality, and clearly in love, the girl was English, from London, and the guy was Canadian, from a western province. He was a nuclear geologist and she was in public relations. Like, how did they meet? Why, in a hostel in Costa Rica — or was it Nicaragua? — how else? He was there on an extended surfing trip, and about to head south; and she was there for a day or two while traveling alone from Santiago north to Mexico. They traded phone numbers and went their separate ways, except they didn't!

Passing between Isle a Quatre and Petit Nevis, I recounted some of the history and folklore of these two islets. My son listened attentively, or appeared to, while the young couple cuddled and listened not at all.

To learn more about writer and poet Richard Dey and his work, visit [www.richarddey.com](http://www.richarddey.com).



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ALL ASHORE...

# Conquering St. Vincent's Cumberland Nature Trail

by *Gerelyn John*

"Give me your stick darling!"  
 "Pass up your stick!"

These were requests with which to comply as the 23 students of the Environmental Science class of St. Vincent & the Grenadines' Community College, followed by a teacher and three tourism officials, made our way along the Cumberland Nature Trail, ably guided by National Parks ranger Erasto Robertson.



Above: The anchorage at Cumberland Bay. Just a few miles inland lies the opportunity to immerse yourself in rainforest-covered mountains

Top right: Feral chocolate. Cocoa pods spring from the trunk of a tree gone wild  
 Bottom right: 'We commenced our upward plod, single file, up, up...'



Located in the lush upper Cumberland Valley on the leeward side of St. Vincent, this mountain trail was once used by villagers to reach the upper Vermont Valley. The Forestry Department acquired some lands from farmers in the 1960s and this assisted significantly in maintaining the trail. At the initial section, the trail runs next to a wooden water pipe transporting water to a hydro-electricity power plant located in the Cumberland Valley. This hike's biggest attractions, however, are the rainforest and the opportunity for birdwatching. The Cumberland Trail is one of the habitats for the rare St. Vincent Parrot (*Amazona guildingii*).

Our Sailor's Wilderness Tours bus, under the skilled maneuvering of Desmond, had brought us to the Spring junction at approximately 10:45AM where we were met by Erasto, who directed us to proceed to a location farther up the village where he would park his jeep and board our bus. So said so done. With Erasto aboard we headed to our launching point at the foot of a tall wooden cylinder. At this point we were briefed about what to look for. Then we hit the trail.

—Continued on next page

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—Continued from previous page

First we traversed a mild gradient along which ran the telltale wooden pipe of the hydroelectric project, which didn't prove an insurmountable barrier to retrieving the many guavas which lay strewn in its somber guard. Such a treat provided the needed fuel to propel ourselves towards our first point of interest along the trail, a



NESTOR AYVA

water catchment area at which we paused to receive insight about the whole works before swinging to the right and travelling a few yards down to our next point of interest, the Tourism Information Hut, which would ideally provide tourism information and restroom facilities when fully commissioned. It was nevertheless hospitable to a colony of Jack Spaniards, a type of wasp, which nested under its welcoming eaves.

At this juncture, the lone traveler may have precipitously swung to the left to the inviting curve that seemed to beckon. However we were led to the right and, one by one, we edged our way past the front porch of this tourism booth to pick our careful descent to our first stream crossing, where stone-jumping skills were tested. Some opted to cross a few yards upstream, off the beaten path, where the spread of stones was more generous.

This accomplishment behind us, we commenced our upward plod, single file, up, up, then leveling off and then paused after some few minutes when sticks were cut to help ease the strain. Our plodding took us past two bamboo bridges and one

wooden bridge, an indication that we had by now crossed some four waterways that did not include a stream across which we had to jump and at which point it was announced that the water was pure for the tasting.

Our travels brought us under a clump of pine trees, led us past old trees of magnificent formation brought on by about a hundred years of host-parasite relationships, brought us past gum trees where we paused to feel the gum between our fingers and savor its aroma while we took to heart explanations about its value as a fire starter. We trailed past former cocoa fields, a guava plantation engendered by the random wandering of grazing cows and their resultant deposits, past a former residence in which a jug and a lantern yet hung visible from the outside, all the while being constantly guided, though unseen, by the ever-present flock of *Amazona guildingii* flying to and from the neighboring Spring Valley holdings. It was just over the guava patch, as if by deliberate timing, that a few of them became visible, gliding by with an obliging tilt so that their truly beautiful glints of color could be appreciated all the while as if beckoning us to the lookout point on the hill.



ZHAO JOSEPH

Above: Insects including the Jack Spaniard, a type of paper wasp that feeds on nectar and on other insects, provide balance in the island ecosystem

Left: The Cumberland Valley is one of the few habitats of the unique St. Vincent Parrot

That lookout point did seem the climax of our journey but did not serve to diminish enthusiasm for what yet lay ahead. From that point lay our gradual descent, along which path our arms and legs caressed flora and our eyes saw fauna as we maneuvered in single file past young trees, past aged trees, through changing scenery, on to cultivated lands, on to farmers' dwellings, to encounter farmers in the fields, to receive oranges at the hand of farmers then to leave farmers behind.

We once more emerged as if into civilization at the point where, now we realized, Erasto had strategically parked his jeep and where Desmond now too by appointment was effecting a rendezvous. The sight of both vehicles provided the impetus for the students to lunge forward, hurriedly laying down their now spent sticks.

I in turn, with the spirit of a true conqueror, planted my stick proudly to stand guard over those laid down by the tired though accomplished students, having conquered the Cumberland Nature Trail.

Guides for the Cumberland Nature Trail hike can be arranged from the anchorage at Cumberland Bay; ask for a member of the Cumberland Valley Eco-Tourism Organization (tel [784] 495-0791) or a National Parks ranger (tel [784] 453-1623). The two-and-a-half-mile trail is open from 6:00AM to 4:00PM and involves between one and a half to two hours' hiking.

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## NOVEMBER 2012

### ♈ ARIES (21 Mar - 20 Apr)

It will be hard to find a clear, balanced course in romance and only your sense of humor will keep you from being backwinded and caught in irons.

### ♉ TAURUS (21 Apr - 21 May)

Bad propagation and garbled communications will interfere with progress in business or financial matters. The stress will affect your love life in the last week, but your sense of fun will be the anchor for your sanity.

### ♊ GEMINI (22 May - 21 Jun)

A flirtation will bring breeziness and humor aboard for the first three weeks. Take advantage of this aspect — just switch on the autopilot and enjoy it.

### ♋ CANCER (22 Jun - 23 Jul)

There may be some tense moments and frustration in articulating your boat-business efforts. These aspects could disrupt the peace in your main cabin.

### ♌ LEO (24 Jul - 23 Aug)

This is a good month for using your ingenuity to chart new courses where money is involved. Your imagination and verbal skills will be assisted by a new love interest sailing your way.

### ♍ VIRGO (24 Aug - 23 Sep)

Don't waste precious time and energy by trying to do too much at once and creating an untenable situation. Better to just hang on the hook than to get lost at sea.

### ♎ LIBRA (24 Sep - 23 Oct)

Concentrate on the details of a shipboard romance before the 22nd. Be cool around the 17th and don't let minor squalls sink a potentially long-lasting relationship.

### ♏ SCORPIO (24 Oct - 22 Nov)

You will be under full sail using your gift of the gab in marine business ventures. This could be a productive month and courses charted now could lead to lucrative landfalls. A bit of romance will add a fresh wind in your sails after the 22nd.

### ♐ SAGITTARIUS (23 Nov - 21 Dec)

The spinnaker will be up and drawing and you'll have following seas, so relax and have a good voyage. Read that sea story you've been wanting to; now's a good time to recharge your batteries.

### ♑ CAPRICORN (22 Dec - 20 Jan)

There could be a few communication glitches in the romantic area of your life. It's only a windshift and not a serious setback.

### ♒ AQUARIUS (21 Jan - 19 Feb)

Concentrate on your emotional life and don't let scuttlebutt blow you off course. The first three weeks will be the high points, with fresh breezes and smooth seas in romance.

### ♓ PISCES (20 Feb - 20 Mar)

Your cruising kitty will benefit from your creative talents. This is a very good time to plot plans for projects on board so you are prepared to set sail on short notice as good things are flowing your way.

## HAUL OUT

(Thank God the boat's back in the water!)

I rhapsodize, I laugh, I gloat:  
Cynara is once more afloat!  
Our good old boat, our Neptune's daughter,  
Once again back in the water;  
Looking good despite her age  
I feel she's turned a brand-new page.

For weeks she's suffered till at last,  
Painted, polished, fibreglassed,  
She's lowered gently to what Drake  
Was wont to call 'The Spanish Lake'.  
I watch her gleaming, polished hull,  
And think, "Not bad for an old girl!"

A new jib wound around the forestay,  
With a new engine — let's hope we may  
Enjoy a softly purring push  
Through gentle seas, although in truth  
I know it never works that way!  
But I can dream on anyway.

Our boat awaits! And soon I'll be  
Relaxed and happy, back at sea.

— Nan Hatch



JANE GIBB

## Fortunate Encounter

Rouge-red cloud  
against  
magenta mountains,  
flocks of  
Scarlet Ibis  
descend in  
evening twilight,  
come to  
roost the night  
in Caroni Swamp.  
Nature's beauty.

Trinidad, some years ago.

— Nicholas Lee

## parlumps marooned



After 2 hrs without a single catch,  
Parlumps begins to admire the  
crabs for their non-materialism

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# AN ARUBAN FLASHBACK



'... the ability to see closely into his own heart...'

by L. Alan Keene

"Did you see it?" I yelled, leaping high in the air (well, maybe not high, but it felt like it). "Did you see it?"

The excitement was more befitting a lottery winner or a duffer after a hole in one than a middle-aged man watching the sun set on a clear September evening in the Caribbean. And while my reaction was, no doubt, heightened by that second rum and coke, it wasn't just any old sunset. This one had a "green flash" attached — AND I SAW IT!

Sadly, my old high school buddy sitting beside me didn't. Maybe he blinked or looked away for just that instant, but whatever the cause, we were both sorry he missed it. It would have been nice to share the experience. But my remorse didn't last much longer than that spot of green did. I was ecstatic.

Neither of us was quite sure how the legend went: good luck for the rest of my life, maybe, or some special insight bestowed upon me, but whatever it was, we knew it was good. One thing was certain — I had become a member of a very exclusive club and I've never been one to shy away from exclusivity.

My reaction to the promise of good fortune was a little surprising, though, since I'm not the superstitious type. A black cat crossing my path on Friday the 13th wouldn't faze me. I often whistle while sailing, and I'd feel rather silly carrying around a rabbit's foot or four-leaf clover. And, while I must admit to sparing my mother's back as a child, as an adult I've always believed that luck, good or bad, is what you make it.

But this was different. Black cats and four-leaf clovers are a dime a dozen, but a green flash can't be bought or sold. You have to experience it. I witnessed a rare natural phenomenon that evening and I planned on enjoying all of its perks, real or imagined.

Now, as a boating writer, I'd love to tell you that this potentially life-altering event took place on my 45-foot ketch 75 miles off the coast of Mexico, after riding out a tropical storm that threatened to dismast us. But I can't.

In reality, it was much less dramatic and much, much less nautical. It took place 15 years ago on Eagle Beach in Aruba, while my old friend and I sat at water's edge waiting for our wives to do their final primping before hitting the town. We hadn't even come to Aruba by boat, not even cruise ship. And that 45-footer is a full 20 feet longer than my little Chesapeake Bay daysailer. But all that aside, nautical or not, dramatic or not, I had become a new member of the exclusive Green Flash Club that summer eve, and I was overjoyed.

In the years since, I've learned a few things about the green flash. First of all, it's not nearly as rare an occurrence as most people think. If conditions are right, it's there for the observing — not only at sunset, but sunrise too. Optimal conditions include a low, flat horizon (preferably water), a surface that's warmer than the surrounding air, and air that's clear and free of smog or haze. Perfect for the Caribbean sailor in the lower latitudes with a little rum and a lot of patience — or better yet, a lot of both.

As for the good fortune that's bestowed upon the observer, Jules Verne in his 1882 French novel *Le Rayon Vert* (The Green Ray) popularized an old Scottish legend that promised the beholder the ability "to see closely into his own heart and to read the thoughts of others." Never again, the legend goes, shall that person be deceived in matters of love.

My only regret is that I had to wait until my 50s to see the flash. I sure could have used that acumen 35 years earlier, as a gawky teenager looking for a date to the prom! But then again, maybe it's a blessing I didn't.

*Note: If it's uncomfortable to look at, don't! Since a green flash at sunset takes place in that last instant before the sun drops out of sight and one at sunrise the instant before it appears, there's no need to look until it's safe. When the sun touches a low, distant horizon (not a cloud bank or mountain top) it's safe to watch.*

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# The Sky in November 2012

by Scott Welty

## The Planets in November 2012

**MERCURY** - Dives around the Sun this month. If you're lucky you can see it in the evening early in the month and then in the early morning late in the month. Moving from Scorpio to Libra.  
**VENUS** - Still an early morning companion but getting lower as the month wears on.  
**EARTH** - Glad the US election is finally over! Now back to football.  
**MARS** - Looks stalled in its orbit! Setting at about 1900 hours all month, in Scorpio.  
**JUPITER** - Rising in the late afternoon/early evening and setting in the wee hours. Up all night, all month, in Taurus.  
**SATURN** - A "morning star" rising around 0400 early in the month and then moving to 0300 later in Virgo.

## Sky Events This Month

11th - Venus and crescent moon rise together (see Figure 1).



13th - New Moon and total solar eclipse! (But you have to be in the Southern Pacific.)

26th - 27th - Venus and Saturn make a lovely pair in the eastern sky early in the morning (see Figure 2).

28th - Full Moon and Jupiter tags along (see Figure 4).

30th - Mercury, Venus, Saturn in the early morning (see Figure 3).

## The Rich Sky of November

This is a very nice month (actually they all are, right?) to gaze at the stars (see

Figure 4). There's a lot to see and it's easy to identify.

Jupiter and the full moon travel through the sky together on the 28th. This also puts the moon right between the horns of Taurus this night. The full moon may wash out some fine features of this hunk of sky but viewing well before the 28th will allow a better look.

Taurus features the bright star Aldebaran — the brightest star in Taurus and one of the brightest stars in the sky. It's a red giant star, 44 times bigger than the Sun. It's about 65 light years away, making it a cozy neighbor. The name Aldebaran is Arabic and means 'follower', probably because Aldebaran follows the Pleiades through the sky.

To the right of Taurus you have everyone's favorite constellation — Orion. Orion features the bright stars Rigel and Betelgeuse. Betelgeuse is also a super giant red star and will even appear reddish-orange to the naked eye. If Betelgeuse were placed where our Sun is, it would extend out beyond Mars, totally engulfing Mercury, Venus, Earth and Mars.

Right within the sword of Orion (see close-up Figure 5) lies the Great Orion Nebula. Look here when there is no moon around and you can see this 'smudge' with the naked eye. Nice to focus the Steiners on as well. This is an area rich in star formation and much studied over the years. Overall, Orion is rife with globular and open clusters of stars.

The Gemini constellation is in our view now too featuring the twin stars, Castor and Pollux. In mythology Castor and Pollux spring from an egg that was the result of Leda and the swan getting busy. Yeow! As stars they form the base of the Gemini constellation and they are of nearly the same brightness.

The brightest star in Auriga is Capella, which, like about half the stars in the sky, is actually a binary system of two stars. Strangely there is a binary system of two red dwarf stars orbiting the main binary pair.

Finally we see that the brightest star in the sky is now with us — Sirius or the Dog Star. The expression "dog days" of summer comes from the days when Sirius rose along with the Sun, which happens (approximately) during the hottest days of summer (July/August). Sirius is the brightest star in the sky because it is intrinsically pretty bright and it is fairly close to us being *only* nine light years away.

November marks just the entry of this grand section of our heavens into our nighttime sky and will be viewable all through the winter, so enjoy!

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

I'm stuck on the image of a sun so big that it would engulf all of the inner planets out past Mars while our tiny little Sun is *only* big enough to hold one million Earths inside of it. As usual, the scale of the universe boggles the mind.

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



Figure 1: November 11th, 0400 hours. Sliver of a moon and Venus rising in the east

Figure 2: November 26th, 0430 hours. Venus and Saturn in the east

Figure 3: November 30th, 0435 hours. Mercury joins the party!

Figure 4: The rich sky of November showing Jupiter and moon on the 28th

Figure 5: Detail showing the location of the Great Orion Nebula



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# From County Boy to Reggae Star



**The Harder They Come**, by Michael Thelwell, Grove Weidenfeld, New Evergreen Edition ©1988, 392 Pages. ISBN 0-8021-3138-7.

Inspired by the movie of the same name, Michael Thelwell's richly textured novel, *The Harder They Come*, transports us to the country and city worlds of Ivanhoe Martin, alias Rhygin, Jamaican folk hero and reggae star.

Usually the book precedes the movie. But the Jamaican-born Thelwell, an award-winning writer and professor of literature at the University of Massachusetts, takes great pains to explain the reversal of the art forms in the author's preface:

*The book is not a "novelization" of the film script... 'The Harder They Come', as written by Henzell and Trevor Rhone, is an intelligent, creative, and very successful cinematic interpretation of an event in contemporary Jamaican history which has now passed into legend: the life and exploits of "Rhygin", the first and most dramatic of the great ghetto gunmen. Henzell and Rhone used events from Rhygin's career as the center of a film about working class life and culture which probed the psychological, economic, and political roots, as well as the media inspiration of Rhygin's rebellion...*

While strictly adhering to that general vision of the meaning of the event, I have added much historical and political detail which, because of the inherent limitations of the medium, was beyond the scope of the film.

True to his word from the very beginning of the novel, Thelwell presents in vivid detail the lush countryside of Ivan's birth where he resides with his grandmother, Amanda Martin, known to all and sundry as "Miss Mando".

"A stranger might see there only an undifferentiated mass of lush tropical jungle. But to Miss Mando it was nothing of the kind — it was home and history, community and human industry, sweat, toil, and joy. Towering over everything was not jungle but trees left there for shade and someday timber. Mahoe, cedar, mahogany, fustic, trumpet, and occasional dramatic blue-green bursts of bamboo. And food trees dense with leaves and hidden fruit — the purple-leaved star apple, regal breadfruit, mango, pear, ackee, jackfruit — each with its unmistakable contours darkly silhouetted against the blue evening light."

But this idyllic setting meant little to Ivan. From his youth, there was a terrible inner force propelling him away from his inheritance towards "star-bwa!" fame and an inglorious end, about which Miss Mando had presentiments. From his earliest voicing of his intent to be a famous singer and star-boy, Miss Mando intoned, "Lawd, look 'pon me good pickney — is must obeat somebody obeat him".

When Ivan found her dead, the paper she had in her hand read from Genesis 37: "Conspire against 'im to slay 'im... an' dey said behold the dreamer cometh. Come now derefore let us slay 'im... Hmmm hmmm hmmm... and we shall see what wi' become of his dreams." And again, at her wake her spirit prophesied through Mad Lzik, "Aaie! Mi pickney, mi pickney. Fire an' gunshat. Gunshat and bloodshed. Bloodshed and gunshat, waiee oh," and she repeated her quotation from Genesis 37.

Maas' Nattie, a good neighbour and friend to Miss Mando warned Ivan, "Courthouse is not a nice place — no go deh. Me say no go deh!"

Thelwell's descriptive passages throughout the novel create a sense of place: there is a dramatic change of scenery from the spacious, serene countryside to the walled-in, stark reality of city life. His storyline is picture perfect, his characters captivating, and use of the vernacular a treat to the ear.

Thelwell's narrative on Miss Mando's funeral is a gem. So is Ivan's journey by bus to Kingston to fulfill his ambition, and to reunite with his mother, Miss Daisy, after the burial of his grandmother. The star of this uproarious episode is the bus driver, Coolie Man, also known as Drunk A'ready — a state in which he was so disposed from early morning, even before he began his day's work. Anthony Winkler's character Taddeus Augustus Baps in *The Duppy* rode off to heaven on a mini-bus, but Ivanhoe Martin was off on a bus to hell in Kingston's Trench Town shanties.

"Coolie Man — his slight, tense body wrestling with the wheel — seemed at the last minute to fling the bus into the turn. The rear swayed sickeningly each time and once sideswiped the wall with a crash before bouncing back into the road. When he cut the inside corner too close, shrubs and low-hanging branches banged explosively against the sides, and each crash was greeted with a wail:

Bang! 'Whaaiio, ah dead now!

Bang! 'Whaiooe. Stop the bus!

'De man mad ooe!

Ivan felt no exhilaration now; now he was terrified, as were the rest of the passengers. The pandemonium was complete.

'Ooh, mi maddah... mi maddah... mi maddah,' the fat lady sobbed."

Within hours of his arrival in the city, a youthful con man relieved Ivan of the packages he had brought for Miss Daisy, including her monetary inheritance from the sale of Miss Mando's land. All he was left with was the money he had in his pocket.

When he arrived at his mother's later that day, instinctively his mother told him, "Ivan, Ivan, mi pickney — what can you do? What kin' a job you t'ink you can get? Outside a turn criminal — go pop lock an' bruk inna people house an' shop?" But Ivan was unperturbed. "Me not no criminal... Mama, it nah happen to me, y'know. It can't happen. I know from I small-small say I a' go do something ina dis worl'. Is my chance dis."

And so, with Ivan taking his chances, the narrative continues with various episodes in Ivan's transformation to Rhygin and rise to fame, some of which include his love interest, his relationship with Ras Petah and his son Man-I, nightlife in the shanties, the gang members who change their names to those of the movie stars of the era — Bogart, Alan Ladd and Widmark — and his battles with Babylon.

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# Cruisers' Health: A Message for the Men

It has become noticeable to me that I am not the only sailor getting older. Many other Caribbean cruisers look to be not far behind and I see very few 20- and 30-year olds hanging out on boats in the islands; we are an aging demographic. So, before I start my series "marinized-amphibious wheelchairs" I thought I'd write about the PSA test. If you are a woman or your first reaction is "What the hell is that?" stop reading and forget you ever heard the words mentioned. I'm talking to my fellow "boomer cruiser" guys here. My interest in the subject stems from recent personal experience.

All cruisers have our routine maintenance "to do" lists, for ourselves as well as for our boats. A regular PSA test might well be on your list. But right now, many long-accepted beliefs are being questioned in the light of new data, which you might not be aware of if you've been reading more engine manuals or cruising guides than medical journals.

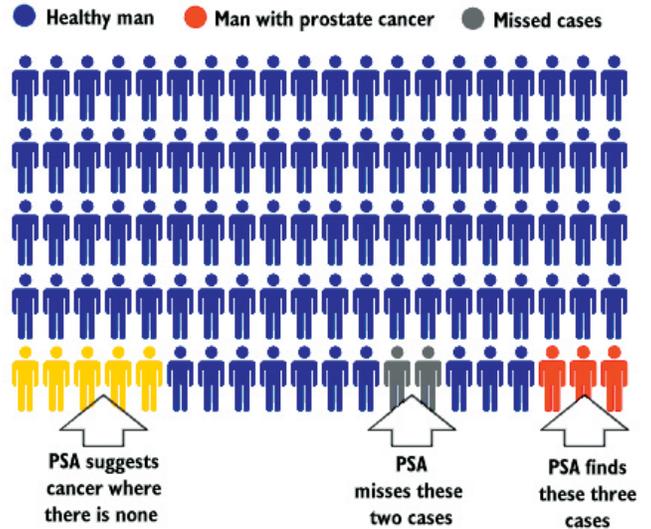
We all know that cancer is something we really do not want. The conventional wisdom is that cancer is best caught early — find it, cut it out, use chemotherapy and radiation where necessary, and move on. In many cases this still applies; I would certainly want melanoma and many other cancers treated that way.

Prostate cancer, however, may be different. It can be aggressive and kill people quickly, but more often it is a slow-growing cancer and many men will die *with* prostate cancer, not *of* it. Depending on the study you look at, if you have prostate cancer, your chances of dying from it, as opposed to something else, are between ten and 35 percent. On the other hand, it is a leading cause of death: about 3.3 percent of men die from it. At the same time, autopsy studies\* show that a third of men aged 40 to 60 have prostate cancer, which increases to 75 percent by the age of 75, and most died of something else. As you read on you might note that this is a much higher rate than that detected by biopsy. I assume this is because in biopsies surgeons take samples and can easily miss cancers, whereas in an autopsy you can examine the whole prostate.

The PSA test is specific to the prostate and high PSA levels can be a sign of cancer, but high PSA levels can also result from infections, calcification and other prostate problems. Furthermore, the PSA test almost equally fails to detect cancer. The chart shown is from the Hopkins Center; it gives no clue as to the age of the subjects and the picture would surely change with age. According to this chart, eight out of a hundred people would have high PSA levels and three of those eight would have cancer. Of the remaining 92, two will have cancer that has not been detected. So the test is able to detect over half the cancers in the group, which is not all bad. Unfortunately, it will also lead to unnecessary invasive biopsies in five out of eight of those with a high PSA. Then again, a biopsy only takes a very small sample of your prostate, so it is quite possible for a cancer to be missed, so to be on the safe side those with high PSA will probably get annual biopsies for some years to come.

However, the PSA does catch over half the cancers and enables quick treatment. Early figures overestimated the success of this approach because of a statistical artifact

known as "lead time bias". I came across this when following one of the US elections where healthcare was an issue. One of the figures put out by people passionately campaigning against any kind of US government healthcare was that in the US, people diagnosed with cancer survived some years longer than those in other countries with national health care. I thought this a bit strange, so I did some checking on the age at which people died of cancer in several countries and it was about the same. The claim was true but misleading. People do survive longer after diagnosis in the US, not because they were living longer, but because their cancer was diagnosed at an earlier stage.



There is also a downside to both biopsy and treatment. With biopsy it is relatively minor. According to the *Annals of Internal Medicine*\*\* about a third will experience anything from bleeding and pain to infection that will demand a follow-up, and one percent will need hospitalization.

—Continued on next page

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—Continued from previous page

When cancer is detected, most people want it removed by radiation or surgery. As a result five in a thousand will die within a month of prostate surgery of various complications, between one and seven percent will have serious complications and survive, and 20 to 30 percent will have more minor, but sometimes permanent complications such as urinary incontinence and erectile dysfunction in the case of surgery, and bowel dysfunction in the case of radiation.

All this might be worth it if this saves many lives, but does it? This is a much trickier question because such studies generally run for a long time, usually ten to 20 years, and people are still alive at the end who may yet die of cancer, so the full benefits of early testing may not be showing up.

In the studies that have been done, the results are unimpressive. If groups who had a PSA test are compared with those who did not, almost no studies show a significant change in mortality, though some do show fewer deaths from prostate cancer. At best, we may be saving one cancer death per thousand people screened, while over-treatment will do damage to 30 or 40 per thousand.

To get a clear picture, a study is needed in which patients whose early cancer was detected by PSA are separated into "treatment" and "no treatment" groups, as was done in a recent study published in the *New England Journal of Medicine*\*\*. Seven hundred and thirty-one men with localized prostate cancer were divided into two randomized groups; in one group the prostate was removed and the others were simply observed. The men were followed from 1994-2002, and the benefits were analyzed in 2010. Their conclusion: "Among men with localized prostate cancer detected during the early era of PSA testing, radical prostatectomy did not significantly reduce all-cause or prostate-cancer caused mortality, as compared with observation, through at least 12 years of follow-up." (Italics mine.) This is a rather small study; a larger one may show a benefit.

All this has led the US Preventive Services Task Force to conclude, "men deserve to know what the science tells us about PSA screening: there is a very small potential benefit and significant potential harms."

It should be noted that this conclusion is controversial, both among urologists and patients. If you read blogs on the subject, you will find many stories of men who have had treatment, are happy to be alive, and conclude that treatment has saved their lives. The results of some studies suggest many of those treatments were unnecessary.

Many men die of prostate cancer and it would be a boon if we could detect and effectively treat it. At the present, it can be detected, but doctors are unable to tell which cancers are going to kill. Now, when the prostate is removed in the early stages, there is no clear evidence that this does much good. So if you have no prostate problems or symptoms and are considering the PSA test as a routine measure, you may want to go sailing instead.

\* [www.nytimes.com/2011/10/07/health/07prostate.html?\\_r=0](http://www.nytimes.com/2011/10/07/health/07prostate.html?_r=0)

\*\* <http://annals.org/article.aspx?articleid=1216568>

\*\*\* [www.nejm.org/doi/full/10.1056/NEJMoa1113162?query=featured\\_home&](http://www.nejm.org/doi/full/10.1056/NEJMoa1113162?query=featured_home&)

From a sailing family on the south coast of England, Chris Doyle earned a doctorate in psychology before sailing to the Caribbean in 1969 and becoming a resident of Grenada. He is the author of several regional cruising guides. Visit his website at [www.sailorsguide.com](http://www.sailorsguide.com).

## Caribbean Cruisers on Healthcare

Notes from past issues of *Compass*:

Long-time cruiser Tom Lane has written: "Some things we Americans just 'know'. One such thing is that the healthcare in the United States is 'the best in the world' and if you need medical attention in a foreign country, you are in 'big trouble!' When my wife and I first decided to sail to the Caribbean, bad medical care was the topic of conversation with most of our friends and they considered this our greatest risk.

"Well, that is one myth that can safely be put to rest! Healthcare in Trinidad, Venezuela, Barbados, Martinique and many other places in the Eastern Caribbean is among the best in the world. Most doctors are well educated and many care facilities, especially private clinics, are very modern. Choose your doctors here the same way you would anywhere else. Talk to locals, long-time residents and other cruisers, or ask on the net for recommendations from satisfied patients."

Cruising guide author Bruce Van Sant concurs: "Having lived and worked abroad in many venues for more than half my long life, I can testify that good medicine is practiced just about anywhere. Sure, every country has its ration of incompetence and fraud, but no one has 100 percent. If one believes a competent doctor or lab is located somewhere around, and a genuine drug within expiration date sits on some shelf within reach, one has an excellent chance of finding them."

The quality of care in public hospitals can vary, however. As reader David Tucker recommended, "Regardless what island nation or country you are in, if you demand, or need, first world services, it's your responsibility to carry personal health insurance so that you can go to the private hospitals."

Veteran cruisers Rod and Jan Tuttle have further advised: "We have the essentials on a little card that we can carry with us at all times. The idea came as a result of our being in the cruising community and hearing the number of times that the provision of emergency medical care had been hampered by lack of such information. If laminated, the card can be carried in a wallet."

"We established the following list of information by working with a general practitioner and emergency room staff at a local hospital in Trinidad:

- Name and date of birth
- Passport nationality and number
- Boat name and location, or local residence address
- Name and phone number to contact in emergency
- Any pertinent insurance information
- Name and phone number of primary-care physician from your home country (and local physician if you have one)
- Blood type, and allergies if any
- Possibly a credit card number, reserved for emergency use, such as initial medical expenses

"Healthcare policies vis-à-vis your financial state vary widely among the various countries of the Caribbean. At one extreme is free universal healthcare, at the other is 'no money, no treatment'. A dedicated 'emergency use only' credit card is especially valuable in a medical crisis, so that treatment will not be delayed by inability to prove you can pay. Put this credit card number on your emergency card. If there is any reason for concern, such as losing the emergency card, the credit card can be canceled and reissued without any penalty."

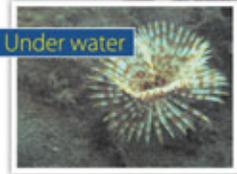


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## SERVING AT SEA BY SHIRLEY HALL

# NUTRITIOUS DIPS

Everyone loves finger food — in fact, most of the true Caribbean culinary culture is built upon dipping or spreading some delectable vegetable blend onto roti or bakes. Easy to prepare in the galley and delightful to consume in the cockpit, healthy dips are easy to eat and digest at anchor or under sail.

Internationally the art of dipping some starchy object into a tasty creation isn't very old, only about 60 years. It wasn't until after World War II that the mass production of potato chips began in the US. Nachos are deep-fried pieces of corn tortillas, first popular in Texas in the 1960s. Dips and salsa can be served with biscuits/crackers or plantain, potato, or nacho chips. "Chip" does rhyme nicely with dip, but for better health stick to vegetable or fruit slices when the munchies beckon!

The popularity of dips skyrocketed with the popularity of television, when eating moved from the traditional kitchen or dining room into the 'living' room. The first widely known dip in the US was called "California dip" — a combination of Lipton instant onion soup powder and sour cream. Salsa, the Mexican version of dip, is more ancient, traced to the Aztecs, Mayans, and Incas. Salsa was a condiment basically of tomatoes and peppers combined with various other veggies and it was the original hot sauce. The Spanish explorers later named the milder, chunky versions "salsa" and the hotter blend "picante". Salsa was not commercially produced until the 1970s.

Most of the following dips have recurring ingredients: hot peppers, garlic cloves, Spanish onion, cumin and, of course, the cilantro-like chadon bene. All dips are best left to sit in the refrigerator for at least an hour or longer to meld all the flavors, and then given a good stir before serving.

### Mango Red Pepper Dip

- 3 to 4 very ripe mangoes
- 1 sweet red pepper, chopped
- 1/2 Spanish onion, chopped
- 3 Tablespoons lime juice (fresh is best)
- 1/2 hot red pepper, seeded and minced (optional)
- 4 leaves chadon bene, chopped
- salt to taste

Peel and seed the mangoes, and chop flesh finely. Combine all the ingredients in a bowl, preferably one with a sealing cover, or use plastic wrap. Cover and place in the fridge for at least one hour to overnight.

### Spicy-Sweet Fresh Tomato Dip

- 1 large tomato
- 1 orange
- 1 tangerine ("Portugal")
- 1 large Spanish onion, diced small
- 1 Tablespoon grated ginger root
- 2 cloves of garlic, minced
- 1/2 hot red pepper, seeded and minced (optional)
- 1 Tablespoon vegetable oil (olive or canola preferred)
- 1 Tablespoon lime juice
- 3 leaves chadon bene, minced
- salt to taste

All fruits should be firm yet juicy. Before peeling the orange, grate two Tablespoons of zest from the skin. The orange and the tangerine should be peeled, sectioned and seeded. Chop citrus and tomato as small as possible.

Combine everything, cover and let sit refrigerated overnight.



Real food at your fingertips! At left, Avocado and Citrus Salsa with Triscuits; at right, Sweet Potato Hummus with sada roti

### Grilled Pineapple and Avocado Dip

- 1/2 ripe pineapple
- 1/2 Spanish onion
- 1 Tablespoon olive oil
- 2 large ripe but firm avocados
- 1 hot pepper, seeded and minced
- 1 small tomato, chopped small
- 2 cloves of garlic, minced
- 3 Tablespoons fresh lime juice
- 4 leaves chadon bene, chopped fine
- 1 Tablespoon salt
- black pepper to taste

Peel and core the pineapple and cut into one-inch-thick rings. Peel and slice the onion into half-inch rings. Halve, pit and peel the avocados.

Brush pineapple and onion rings with oil. In a frying pan on medium-high heat, sear them, flipping once, until just charred and softened — about eight minutes. Remove to bowl and repeat with avocados for six minutes. Again carefully flip once.

When cool, dice avocados, onions, and pineapple and transfer to a larger bowl. Add remaining ingredients and toss gently to combine.

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**Sweet Potato Hummus**

- 2 Cups peeled and diced sweet potato
- 1 Cup canned chana/chickpeas, rinsed and drained
- 2 cloves of garlic, minced
- 1/4 Cup lemon juice
- 1 Tablespoon soy or teriyaki sauce
- 2 Tablespoons olive oil
- 1 Tablespoon curry powder
- 1 Tablespoon cumin/jeera

one pinch of each: ground turmeric, ground ginger, salt  
 Steam sweet potato. Transfer to a bowl along with all other ingredients. If you have a blender or food processor, pulse until smooth. Otherwise work with a fork or big spoon until it becomes the desired paste. Add more lemon juice if needed.



**Black Bean Dip**

- 2 cans black beans
- 1/4 Cup finely chopped Spanish onion
- 1 very ripe large plum tomato
- 2 cloves of garlic, minced
- 1 Tablespoon lime juice
- 1 teaspoon ground cumin/jeera
- 2 leaves chadon bene, chopped small
- 1/2 hot pepper, seeded and minced (optional)

salt to taste  
 There are two ways to make this dip, "basic chunky" or "high-tech smooth". Either way, drain and rinse the beans, saving back a quarter Cup of the bean liquid.

**Basic chunky:** Heat the beans in the reserved liquid until it begins to boil and remove from heat. Crush the beans with a spoon or potato masher and stir in remaining ingredients.

**High-tech smooth:** Put everything into a blender or food processor and pulse until smooth.

For a complete protein, serve with toasted whole-wheat *sada roti*, or spread on roast coconut bake.

**Simple Mango Salsa**

- 1 just ripe but not too soft mango (prefer Julie, calabash or rose)
- 1 small onion, chopped small
- 1/2 hot pepper, seeded and minced (optional)
- 4 leaves chadon bene, chopped small
- salt and black pepper to taste
- 1 Tablespoon brown sugar (optional)

Decide if the mango is soft/ripe enough. If not, heat the mango by immersing it in hot water for half an hour. They can also be softened in a microwave for a few minutes, but pierce the skin with a fork so it doesn't explode! Peel, seed and finely cube the mango flesh. Mash the mango with remaining ingredients. Add brown sugar for a sweeter taste.

**Avocado and Citrus Salsa**

- 1 nice avocado
  - 4 medium oranges
  - 2 medium grapefruit (prefer pink)
  - 1 small Spanish onion, minced
  - 4 leaves chadon bene, chopped
  - 1/2 hot pepper, seeded and minced (optional)
  - juice of one lime
  - salt and spices to your taste
- Peel, seed and cube avocado. Peel, section and seed oranges and grapefruits, and chop flesh finely.  
 Combine all ingredients in a bowl and let sit in the fridge an hour before serving.

**Simple Tomato Salsa**

- 3 large tomatoes, finely chopped
  - 1/2 Spanish onion, very finely chopped
  - 3 leaves chadon bene, chopped small
  - juice of one lemon or lime
  - 1 Tablespoon chopped parsley
  - 1 clove garlic, minced
  - 1/2 hot pepper, seeded and minced (optional)
  - salt and pepper to taste
- Combine all ingredients in a sealable bowl and let sit, preferably for four hours, and serve at room temperature.

Shirley Hall is the author of *The New Caribbean Home Garden Handbook*.

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Holiday Events in the Islands  
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... and more!



**DOMINICA DO'S AND DON'TS**  
**Dear Compass,**

We sailed early in the morning from Guadeloupe, myself as skipper with two crewmembers and two charter guests. The two charter guests on board, after a wonderful week on the yacht, planned to continue their vacation in Portsmouth, Dominica.

We had never been on Dominica before and what we knew about this island was what we could read in the pilot book and what I was told from other skippers.

We reached Prince Rupert Bay at about 11:00AM and, without touching land, we disembarked the clients directly on the Customs jetty. We gave them instructions about how to clear Customs and Immigration and we left for our home base, Martinique.

We sailed south in absence of wind, slowly, under engine and realized that we were the only vessel in the area; hot day, beautiful sunshine... but alone on the water. At about 2:00PM, close to Roseau, we got boarded by the Coast Guard. They asked where we came from, the name of the boat, where we were going to, and other routine questions. That was okay. They said, "Goodbye, have a nice trip," and sailed away.

We looked around us, 360 degrees, and we still were the only yacht sailing around and were wondering what the Coast Guard was looking for. The Coast Guard headed north and, as fast they sailed, their vessel became smaller and smaller to turn into a black dot on the horizon.

After about half an hour, we could hear an engine running behind us and could see the Coast Guard vessel closing in at full speed. They boarded us again, pointing their machine guns at us, and two armed officers took command of the yacht.

"What's going on?" we asked. No answer. "We'll go to the wharf in Roseau and then we'll tell you."

The officers moored the yacht by themselves, in the process breaking a navigation light and the steel tube above the anchor. They inspected the yacht in every corner and left everything in a mess. They asked us to get on land and shoved us in a car and drove us to their main office. They treated us like real criminals: we were watched all the time by armed officers, locked into a room and interrogated for hours, photographed, spoken badly to, fingerprinted and so on. After hours in their custody, we still didn't know what was going on and it didn't matter how often we asked, we were getting the same comment: "Don't worry, we'll tell you."

Our paperwork was okay; the yacht was okay. They couldn't find anything wrong until they pointed to the statement we made during the interrogation. Having disembarked two guests without clearing the boat and the crew, in their territory, seems to be a severe crime and offence. They found some "smugglers" paragraphs in a book that could match the offence.

"Sirs," we said, "We haven't touched land; we have never been to Dominica or cleared Customs in Dominica before, and we weren't aware that what we did is an offence." It didn't matter what we tried to say; they considered us smugglers!

We were presented with two options:  
 1) Pay the fee and leave the island right away.  
 2) Do not pay the fee and be held until the magistrate would set a date for the hearing in court to let a judge decide our destiny.

I called my lawyer from Dominica, and I was strongly advised to pay and get away as soon as possible.

So I did. When the amount was defined — US\$4,000 — I went to a local bank (followed by two officers) to collect the amount and gave it the officers. Back at their office, they asked me to wait until the money was deposited. After an hour an officer returned to the same locked room where we had to wait. He gave me a brown envelope and said, "Here are your papers. You can lift your ass and go now." We took the envelope, opened it and could see the passports and ship's papers were there, then we ran to the Customs jetty where the yacht was moored, started the engine and

sailed away. I counted 17 different officers involved in this "operation". My personal opinion about the case is that somebody had to pay for the extraordinary effort they made that day and, in this way, justify to their superiors the time they had used. Was it a routine control? I think so, but unfortunately we were the only available floating victims they could get.

We don't know if we have done anything wrong but, if it's true that we committed an offence, looking into the circumstances, it would have been enough with giving us just a warning and directions for "the next time".

I never have had the opportunity to visit Dominica and after this event, I will definitely delete this island from my nautical charts. Dominica, never again.

**Please sign me, DNA**

**Dear DNA,**

This account is a reminder to all sailors to save yourself grief: do the research and find out in advance exactly what the Customs and Immigration regulations are when traveling through different countries. For the Eastern Caribbean, Chris Doyle's guides are a good place to start. Note especially that persons arriving in a country by yacht cannot simply be put ashore to clear in on their own: the yacht must also be cleared.

The treatment DNA received might sound harsh, but it could have been worse — even for the passengers who were put ashore. In 1997 we published a story by a Dutch fellow, Abraham, who was dropped off in St. Thomas, USVI, by a yacht skipper who hadn't cleared the boat in. Abraham's passport, visa, etcetera were all in order, but when he went to the airport to leave St. Thomas en route to a business meeting and was asked how he had arrived, he said, "by sailing boat". Of course there was no record of the yacht clearing in.

Abraham was arrested and told by the Immigration officer "that his superiors were bent on making an example of me as they were sick and tired of boaters not clearing their boats in". Bail was denied, as he was considered a flight risk. He was handcuffed, footcuffed, and taken in chains from St. Thomas to the US federal prison in Puerto Rico. Abraham ended up spending 23 days in jail; his skipper (having come back to try to help him) spent 16 days in jail, and their lawyers' fees amounted to US\$8,000. Need we mention that Abraham missed his business meeting?

Back to the present: We asked Hubert Winston of the Dominica Marine Association for his input on the situation in Dominica, which follows.

**CC**

**Dear Compass,**

Dominica, like most of if not all the islands in the Caribbean, is being plagued with human trafficking. People are being trafficked throughout the islands using unconventional means such as yachts and small fishing boats, as these marine vessels have never been known in the past for such an illicit trade.

The skipper, if he is a skipper, should know the marine laws of every island in the Caribbean, including Martinique and Guadeloupe, which have these exact same laws to protect French territory. A country's waters, and not only the hard land, are part of its territory. Most skippers know that they should clear Customs even for the simplest thing, such as refueling on another island territory.

Dropping off passengers without clearing Customs and Immigration is a crime in every country in the Caribbean and the world. In the US, Homeland Security must know, before your vessel arrives, all passengers and crew on board and other details of your trip. If I had done this in Martinique, where I frequent, my vessel would have been seized and fines imposed.

It was unfortunate the skipper got a rude awakening and I do apologize for the rude experience he underwent with the local authorities, but he must also understand that as a skipper on a vessel, he doesn't have to touch land to be in violation of the laws pertaining to disembarkation of guests or crew. What if his guests (or should I say former guests, as he left them to fend for themselves) were denied entry? They would have no way to return to the vessel and hence, they would have to get an airplane flight out or the ferry back to Martinique the same day. Then if there were no flights and no ferry that day, they would have had to spend the night in a holding cell at the police station.

My point of argument: common sense would have prevented this entire situation.

**Regards,**  
**Hubert Winston**  
**Dominica Marine Association**

**STAYING AFLOAT**

**Dear Compass,**

In May, a Netherlands-flagged Hanse 370e, *Outer Limits*, sailing in World Cruising Club's ARC Europe rally from the Caribbean to Europe, hit a whale and started taking on water.

—Continued on next page

—Continued from previous page

According to a report at [www.sail-world.com](http://www.sail-world.com), the crew started the emergency pumps and turned back toward Bermuda. Although the pumps were apparently able to cope with the leaks at that point, the skipper doubted that the boat could reach port safely and issued a Mayday.

The fact that the boat floated for 48 hours after abandonment shows that the boat could not have been leaking that badly. But the bilge pumping system on *Outer Limits* must have been inadequate if the crew of four felt they could not keep ahead of the ingress of water long enough to sail back to Bermuda.

I recommend that every yacht have a proper manual bilge pump, such as an Edson 25-gallon-per-minute diaphragm bilge pump. With such a pump, the crew of *Outer Limits* would have been able to move 1,500 gallons an hour. Four crewmembers, pumping one hour on, three hours off, would certainly have kept *Outer Limits* afloat long enough to motorsail 330 miles back to Bermuda or close enough to have a rescue boat come out and meet them with more pumps.

Moreover, if they had disconnected the engine's salt-water intake from the seacock, made a strum box out of a tin can, put the intake into the bilge and used the engine as a bilge pump, they should have been able to stay ahead of the ingress of water with no physical effort as long as the engine ran.

If a boat has adequate hand bilge pumps it is amazing what can be done. In 1995, my 46-foot engineless yawl, *Iolaire*, en route from Bermuda to the Azores started leaking like a sieve while hove to in a gale. After pulling up floorboards and emptying the forepeak the leak was traced to a broken stem bolt, in the only area not checked during her 1994-95 rebuild. By using one of *Iolaire's* two Edson pumps (as described above) we were pumping between 300 to 400 gallons an hour for two days until we reached Horta. Once alongside the dock we plugged into shore power, bought an electric pump, rigged up a float switch and went off to Café Sport for a few pints.

**Don Street**  
Ireland

FROM PERU, WITH LOVE

**Dear Compass,**

My husband, Bill, and I have been cruising for four years. We sailed from Texas to the Bahamas,



up and down the US East Coast, and then up and down the Caribbean.

We recently went on a wonderful adventure to see the many great sights of Peru. Here is a photo of me at the airport in Peru — reading the *Compass*!

**Thank you and fair winds,**  
**JoAnne Harris**  
S/V *Ultra*

**Dear JoAnne,**

Thanks so much for enjoying the *Compass* — and for sending the great "reader in an exotic location" photo. And to think, we didn't even have to bribe you with a free giveaway!

**All the best,**  
**Sally**

WHAT A DRAG!

**Dear Compass,**

It happened on Saturday, September 22nd at Chaguaramas Bay, Trinidad.

I was ashore and could follow the following action.

A yacht was drifting away because of a broken mooring. The owners were ashore for shopping. The wind was from the east at ten knots and it was only a question of time until the yacht crashed into a ferry catamaran on the pier of Peake Yacht Services.

Two other yacht skippers stopped the drifting yacht. Then, in a half-hour action, they pulled the yacht with their small dinghies back to an intact mooring buoy. It was a hard job against current and wind.

The day after, I was talking with one of these skippers. He told me that when he informed the owners what happened, they just gave a small "thank you" and left him standing alongside!

I am sure that each of these two skippers will reflect very carefully next time before investing time, fuel and risk just for a lousy "thanks".

What do you think about that?

**Yours,**  
**Peter Saula**  
S/Y *Pesa*

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We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Letters may be edited for length, clarity and fair play.

Send your letters to:

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**WHAT'S ON MY MIND**

**JONATHAN SEAGULL**

by Woody Young

This is a story about a seagull I met one hurricane season in St. Thomas.

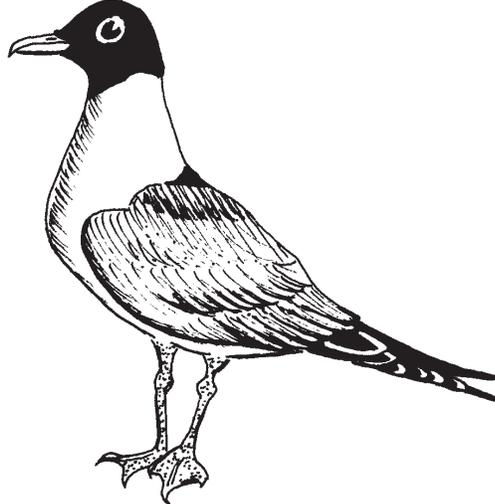
I was sitting in my cockpit one late afternoon, enjoying a cold beer, watching the sun set over Charlotte Amalie harbor, when a laughing seagull landed on my stern rail. He let loose with one of those screaming laughs as if to say, "Where's the food?" So going below and only finding bread I rolled up several bread balls and returned to the cockpit where he still sat looking at me with a cocked-head stare. I threw a bread ball into the air and he caught it with ease.

Soon it became a game with play-by-play by me as I pretended he was playing left field for the Dodgers. Yeah, I know what you're thinking: crazy old man. But anyway, in my best radio announcer voice, "It's the top of the ninth, bases loaded, two out, full count on the batter. Here's the pitch, swung on and hit to deep left field where..." — this is where I would thump the bread ball just over his head — "Jonathan going back, back, back makes a catch on the fly to win the game and the World Series. The crowd goes crazy!"

From then on Jonathan would come visit every afternoon. And I noticed the other seagulls were staying away from my boat. No seagull poop. He had his own protection racket going. I wondered how many other boats he took care of.

After a couple of weeks I started buying him fish-flavored cat food. He would eat just about everything except those Windy's tater tots. Wouldn't touch 'em and he wouldn't let me touch him. He started coming onto the boat and sitting on a cooler where I would place his cat food. He let me get within arm's reach but never closer.

He became a daily visitor, leaving at dusk, flying off to somewhere for the night.



Every afternoon he would sit and listen to me, tilting his head at an odd angle when he thought I was stretching the truth just a tad in a sea story, but he was a good listener, never interrupted and sometimes even laughed at the right moment.

But all things have to come to an end: there was a storm brewing in the Atlantic, headed my way. I needed to get closer to the mangroves in the Lagoon, so one morning I upped anchor and set sail. As I was leaving the harbor Jonathan flew circles over the boat accompanied by a pretty little female gull. He let me have one of those piercing laughs then turned and, with his new girlfriend, flew off over Hassel Island to another adventure I'm sure. God speed, little friend.

I have decided that if there is reincarnation I want to come back as a laughing seagull. They eat at all the best restaurants, have sex whenever they want, and laugh at the world. Could you want more from life? Oh, and did I mention traveling the world. Yeah, a laughing seagull, that's the life for me. Live well, love much, laugh often.

## CALENDAR

# NOVEMBER

- 1 Public holiday in Antigua & Barbuda (Independence Day) and Haiti (All Saints' Day)
- 1 - 4 Triskell Cup Regatta, Guadeloupe. [www.triskellcup.com](http://www.triskellcup.com)
- 2 Public holiday in Haiti (All Souls' Day)
- 2 - 3 Caribbean Rum & Beer Festival, Grenada. [www.rumandbeerfestival.com/grenada](http://www.rumandbeerfestival.com/grenada)
- 2 - 4 Foxy's Cat Fight (catamaran races), Jost van Dyke, BVI. <http://foxysbar.com>
- 3 Public holiday in Dominica (Independence Day)
- 4 Public holiday in Dominica (Community Day of Service)
- 4 Caribbean 1500 rally departs from Virginia, USA to Tortola, BVI. [www.worldcruising.com/carib1500](http://www.worldcruising.com/carib1500)
- 5 - 10 BVI Charter Yacht Show. [www.bvicrewedyachts.com/boatshow](http://www.bvicrewedyachts.com/boatshow)
- 9 - 11 St. Croix International Regatta, St. Croix Yacht Club (SCYC), tel (340) 773-9531, fax 778-8350, [stcroixyc@gmail.com](mailto:stcroixyc@gmail.com), [www.stcroixyc.com](http://www.stcroixyc.com)
- 9 - 11 Discover Caribbean Yacht Series, Ponce, Puerto Rico. [www.discoverpyfc.com](http://www.discoverpyfc.com)
- 9 - 11 Carriacou Photo Festival. [www.carriacouphotofestival.org](http://www.carriacouphotofestival.org)
- 10 SOL Optimist Regatta, St. Maarten, St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, [info@smyc.com](mailto:info@smyc.com), [www.smyc.com](http://www.smyc.com)
- 10 Funfish Tournament, Trinidad. <http://tfga.com/events>
- 10 - 11 Jolly Harbour Yacht Club Regatta, Antigua, Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, [regattas@jhycantigua.com](mailto:regattas@jhycantigua.com), [www.jhycantigua.com](http://www.jhycantigua.com)
- 10 - 14 Golden Rock Regatta, St. Maarten to Statia. [www.goldenrockregatta.com](http://www.goldenrockregatta.com)
- 11 - Dec 17 Spotlight St. Maarten. [www.i-m.co/smma/SpotlightStMaarten](http://www.i-m.co/smma/SpotlightStMaarten)
- 13 Public holiday in Trinidad & Tobago (Dival)
- 14 - 18 St. Barth Cata Cup (F18 catamarans). [www.stbarthcatacup.com](http://www.stbarthcatacup.com)
- 16 - 18 Discover Caribbean Dinghy Series, Ponce, Puerto Rico. [www.discoverpyfc.com](http://www.discoverpyfc.com)
- 17 Round Tortola Race, BVI, Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, [sailing@royalbvivc.org](mailto:sailing@royalbvivc.org), [www.royalbvivc.org](http://www.royalbvivc.org)
- 17 - 18 Barbados J/24 Match Racing Championships. [www.sailbarbados.com](http://www.sailbarbados.com)
- 18 Public holiday in Haiti (Battle of Vertieres Day)
- 18 Classic Transat to Barbados departs France. [www.transatclassic.com](http://www.transatclassic.com)
- 19 Public holiday in Belize (Garifuna Settlement Day) and Cayman Islands (Remembrance Day)
- 23 Public holiday in Montserrat (Liberation Day)
- 23 - 25 Course de l'Alliance regatta, St. Martin. [www.coursedelalliance.com](http://www.coursedelalliance.com)
- 24 - 25 BVI Schools' Regatta. RBVIYC, [www.rbvlyc.org](http://www.rbvlyc.org)
- 25 Atlantic Rally for Cruisers (ARC) starts, Canary Islands to St. Lucia. [www.worldcruising.com/arc](http://www.worldcruising.com/arc)
- 25 Pirogue Festival, Man O' War Bay, Tobago
- 25 Public holiday in Suriname (Republic Day)
- 28 FULL MOON
- 30 Public holiday in Barbados (Independence Day)

# DECEMBER

- 1 - 2 Mango Bowl Regatta, St. Lucia. **See ad on page 15.**
- 1 - 2 Pete Sheels Memorial Match Race (Invitational), BVI. RBVIYC, [www.rbvlyc.org](http://www.rbvlyc.org)
- 1 - 2 Velauno Paddle Royal SUP Race, Puerto Rico. [velauno.com](http://velauno.com)
- 1 - 3 Gustav Wilmerding Memorial Challenge races, BVI, West End Yacht Club (WEYC), (284) 495-4559
- 2 - 8 Antigua Charter Yacht Show. [www.antiguayachtshow.com](http://www.antiguayachtshow.com)
- 8 - 16 Hanukkah
- 12 - 20 Havana International Jazz Festival, Cuba. [www.apassion4jazz.net/havana.html](http://www.apassion4jazz.net/havana.html)
- 13 Public holiday in St. Lucia (National Day)
- 15 O'Neal & Mundy Commodore's Cup, Tortola, BVI. RBVIYC, [www.rbvlyc.org](http://www.rbvlyc.org)
- 16 - 24 Nine Mornings Festival, St. Vincent. <http://discoversvg.com>
- 19 Public holiday in Anguilla (National Heroes Day)
- 21 Winter Solstice
- 21 - 23 Carriacou Parang Festival. [www.grenadagenadines.com](http://www.grenadagenadines.com)
- 25 Public holiday in many places (Christmas Day)
- 26 Public holiday in many places (Boxing Day)
- 28 FULL MOON
- 31 Nelson's Pursuit Race, Antigua. [www.antiguayachtclub.com](http://www.antiguayachtclub.com)
- 31 New Year's Eve, Old Year's Night. Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; and Fort-de-France, Martinique. Public holiday in Montserrat; half-day holiday in Curaçao

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

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## Dominica

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—Continued from page 17 ...Regatta News

Founding partners of the regatta include Caribbean Developments (Antigua) Ltd, Budget Marine, Jolly Harbour Marina, Jolly Harbour Yacht Club, Jolly Harbour Merchants Association, and the Jolly Harbour Homeowners' Association.

The first online entry was received soon after the new regatta format was announced in early August: Geoffrey Pidduck's modified 6 Metre, *Biwi Magic*. You can enter online at [www.jollyharbourregatta.com/?page\\_id=9](http://www.jollyharbourregatta.com/?page_id=9). For more information see ad on page 17.

### New Organizer for Around St. Maarten Multihull Regatta

The St. Maarten-St. Martin Classic Yacht Club Foundation and the Sailing Club St. Maarten Foundation jointly announced that the Around St.



Maarten Multihull Regatta has the Sailing Club St. Maarten Foundation as its new organizing authority.

This multihull regatta started three years ago as a race organized by the Classic Yacht Club with Mirian Ebbers as Race Director. Last year Ebbers became the Regatta Organizer, with the event sanctioned by the St. Maarten-St. Martin Classic Yacht Club. The new foundation has been formed to allow the Multihull Regatta independence.

The Around St. Maarten Multihull Regatta 2013 will take place February 22nd through 24th. "This year we will have two days of racing: the first day is around the island, with multiple shorter coursed races on the sec-

ond day. Regatta Base will be Buccaneer Beach Bar, and our faithful sponsor Budget Marine is on board. We are talking to other parties as we expect the event to grow with at least 13 beach cats this year," said Mirian.

For more information visit [www.StMaartenMultiHullRegatta.com](http://www.StMaartenMultiHullRegatta.com).

### Fresh Format for BVI Sailing Festival

The organizers of the weeklong BVI Sailing Regatta & Sailing Festival have announced changes to the format of the Sailing Festival portion of the festivities.

The BVI Sailing Festival programme includes a race around Tortola for the Nanny Cay Cup, a race to neighbouring Norman Island for some beach-time fun at Pirates Bar in The Bight, and then a chance to discover Tortola from a different perspective — on, off

Bob Phillips, chairman of the BVI Spring Regatta & Sailing Festival, said of the revitalized BVI Sailing Festival: "We felt it was time for something new to keep the event fresh and interesting, particularly for our regular competitors. After ten successful years of racing to the Bitter End Yacht Club on Virgin Gorda and back, it was time to offer something different."

Hosted by Nanny Cay Resort and Marina on Tortola, the BVI Spring Regatta & Sailing Festival's dates in 2013 are March 25th through 31st, to allow sailors to compete in several different regattas in the packed Caribbean racing calendar. The new-format Festival will run from March 25th through 28th, with registration for the main BVI Spring Regatta taking place along with the traditional Mount Gay Rum Welcome Party. Starting on the 29th, the three-day BVI Spring Regatta



and under the water — on the final day of the Festival, offering competitors the opportunity to discover the magic of some of the more than 60 islands that make up the British Virgin Islands.

includes the International Yacht Club Challenge and culminates in the awards ceremony for the overall prize winners on March 31st.

For more information visit [www.bvispringregatta.org](http://www.bvispringregatta.org).



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Budget Marine	Sint Maarten	2	Frangipani Hotel	SVG	MP	McIntyre Bros. Ltd	Grenada	39	Tortugal Marina Hotel	Guatemala	MP
Business Development Co.	Trinidad	25	Free Cruising Guides	CW	31	Mid Atlantic Yacht Services	Azores	MP	Trade Winds help wanted	CW	41
BVI Yacht Sales	Tortola	41	Gittens Engines	Trinidad	MP	Multihull Company	C/W	40	Turbulence Sails	Grenada	26/ MP
Camper & Nicholsons	Grenada	7	Golden Hind Chandlery	Tortola	MP	Neill Pryde Sails	Grenada	MP	Velocity Water Services	SVG	MP
Caraiibe Marine	Martinique	21	Gourmet Foods	SVG	37	Off Shore Risk Management	Tortola	31	Venezulean Marine Supply	Venezuela	MP
Caraiibe Marine	Martinique	MP	Grenada Marine	Grenada	26	On Deck	Antigua	MP	Voiles Assistance	Martinique	MP
Caraiibe Yachts	Guadeloupe	41	Grenada Tourism	Grenada	17	Ottley Hall Marina & Shipyard	SVG	27	West Palm Hotel	Trinidad	MP
Caribbean Marine Electrical	Trinidad	MP	Grenadine Air Alliance	SVG	32	Perkins Engines	Tortola	8	Wholesale Yacht Parts	Grenada	MP
Caribbean Propellers Ltd.	Trinidad	MP	Grenadines Sails	SVG	MP	Porthole Restaurant	SVG	MP	WIND	Martinique	MP
Caribbean Rigging	CW	6	Harmony Suites	St. Lucia	MP	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	22
Clippers Ship	Martinique	MP	Heineken Regatta	Curacao	14	Red Frog Marina	Panama	19	YES	Martinique	MP
Corea's Food Store Mustique	SVG	37	Iolaire Enterprises	UK	33/39	Renaissance Marina	Aruba	34			
CrackaJack Car Rentals	Trinidad	MP	Island Water World	Sint Maarten	48/9	Rolling Thunder	Puerto Rico	MP			
Craig Catamaran Corporation	USA	45	Johnson Hardware	St. Lucia	20	SDV Logistique Internationale	Martinique	11			
Curacao Marine	Curacao	15	Jolly Harbour	Antigua	17	Sea Hawk Paints	CW	23			

MP = Market Place pages 42 to 45  
CW = Caribbean-wide



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