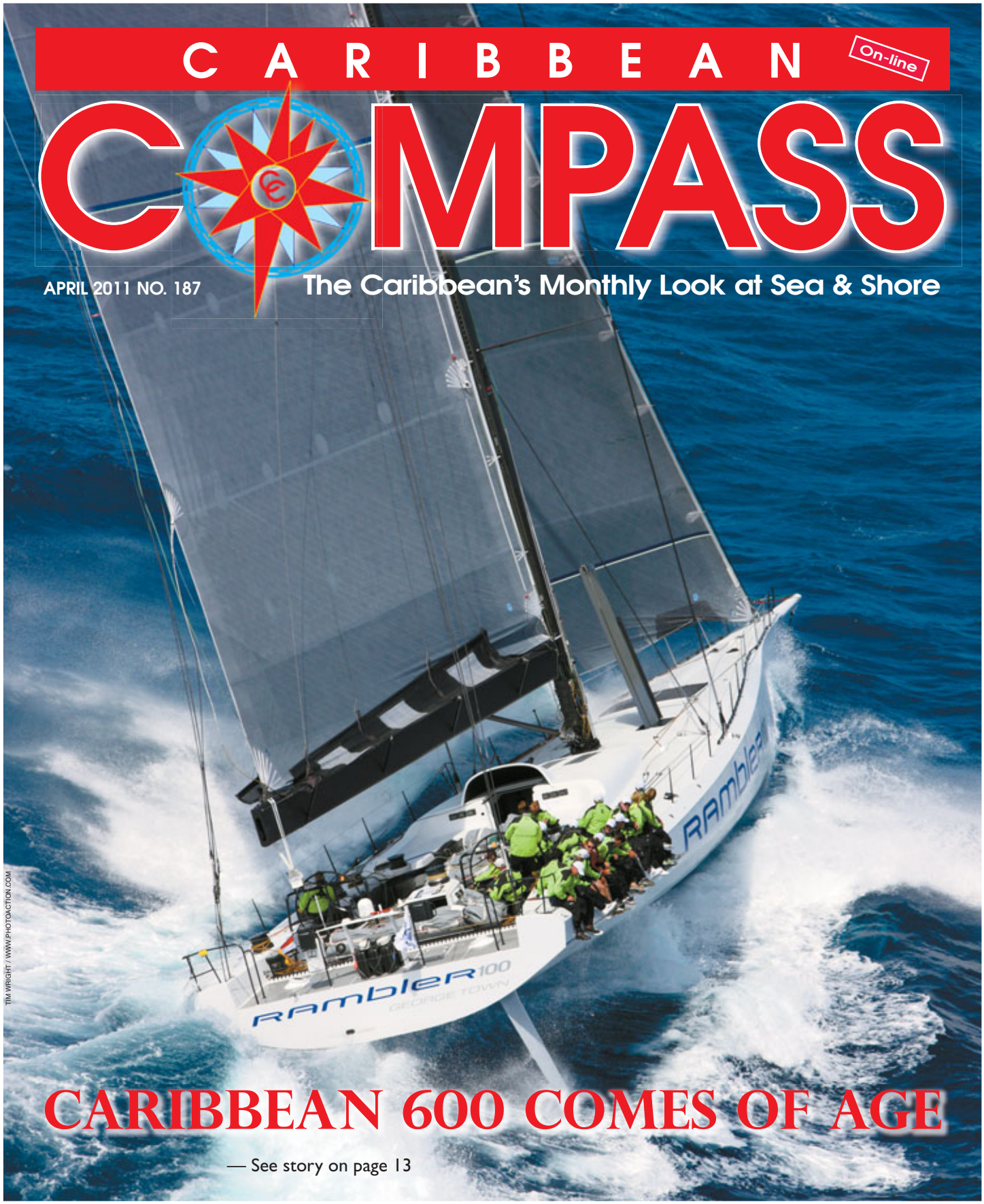
CARIBBEAN On-line
COMPASS
APRIL 2011 NO. 187
The Caribbean's Monthly Look at Sea & Shore



TIM WRIGHT / WWW.PHOTOACTION.COM

CARIBBEAN 600 COMES OF AGE

— See story on page 13

TOHATSU Outboards

Technology for the next generation

AB



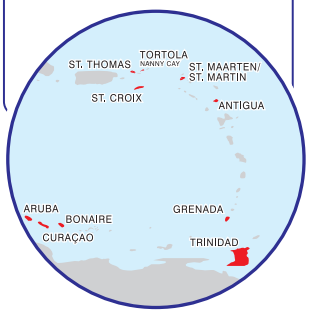
LAMMINA ALX WITH CONSOLE

AB/520000200004



PRICE: US$ 9891.00

The ALX boats are constructed of marine-grade aluminum and come in five models, ranging from 11 to 16 feet. To provide maximum performance with minimum horsepower, the boats weigh nearly 25% less than all other fiberglass models. Inside the boat, standard features include a pilot/co-pilot seat, center console, a locker with cushioned bow seat and a fuel tank that is integrated into the bow of the boat.



LAMMINA

AB/320000600004



PRICE: US$ 5319.00

This is a lightweight, virtually indestructible dinghy made from seamless marine grade aluminum, with all hardware welded to the hull.

Solid floor covered with a non skid layer is designed to stay dry; drain water will flow under to the back bilge.

TOHATSU OUTBOARD M50

TOH/M050D2EPTOL



Simple in design. Excellent reliability with proven 2-stroke technology. The EPTOL 3 cylinder motor has an electric start, remote control, oil mixing system, power trim and tilt, whereas the "Fishing Fifty" is a basic no frills motor.

PRICE: US$ 6368.20

These 50 HP motors are flexible enough for a wide assortment of boats, including sailboats, ski boats, small runabouts, and commercial craft.

These engines are reliable and durable performers.

TOHATSU OUTBOARD M18

TOH/M018E2S



Excellent reliability with proven 2-stroke technology gives these two cylinder outboards long life.

All the two cylinders feature through the prop exhaust for a quiet ride, thermostatically controlled cooling system for consistent engine temperature.

PRICE: US$ 2465.00

Stainless steel water pump housing for outstanding durability. All internal water passages zinc coated for superior corrosion resistance.

Comes with aluminium propeller.

Caribbean Duty Free List Prices. Check your local store for final pricing.

CARIBBEAN CHANDLERIES

BUDGET MARINE

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The Caribbean's Leading Chandlery www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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ISSN 1605 - 1998

Cover photo: Photographer Tim Wright showcases Rambler's *might in the third RORC Caribbean 600 race*



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

"The *Compass* is a great way of keeping up with current events, regatta news, topical information, environmental issues, and the comings and goings that pertain to the cruising community of the Caribbean."
— Reader's Survey Respondent

Click Google Map link below to find the *Caribbean Compass* near you!

http://maps.google.com/maps/ms?t=h&hl=en&ie=UTF8&msa=0&msid=112776612439699037380.000470658db371bf3282d&ll=14.54105,-65.830078&spn=10.196461,14.0625&z=6&source=embed

Info & Updates

Boat Adrift from Dominica

The 30-foot monohull *Lonely Nest* reportedly went adrift on October 30th, 2010 from Roseau, Dominica. It is an engineless, white fibreglass sloop with a gold anodized



mast. A small outboard engine for the dinghy was aboard. The boat's registration number, 736565, is marked in the galley over the stove.

Anyone with information is asked to contact (767) 613-5116 or eveline.bosso@yahoo.com.

Cuba, Jamaica and Cayman Partner for Marine Promotion

With anticipation that President Barack Obama will soon lift the travel ban on US citizens visiting Cuba, representatives of Cuba, Jamaica and the Cayman Islands

CLUB NAUTICA



From left, Dale Westin, representing the Port Authority of Jamaica; Commodore José Miguel Diaz Escrich of Cuba's Marlin Marinas Group; and Neville Scott, representing Cayman Islands marina interests

met during the recent Miami International Boat Show to draft a strategy to handle the predicted influx of US boats.

Figures from the US Coast Guard and Florida vessel registration authorities indicate that there are more than 600,000 boats in Florida alone that are capable of making the 90-mile sea voyage from South Florida to Cuba. US boats have been barred from visiting Cuba for more than 50 years and opening a floodgate of vessels would rapidly inundate Cuba's marinas.

The representatives who met in Miami included Commodore José Miguel Diaz Escrich, representing Cuba's major marina provider, Marlin; Dale Westin, representing the Port Authority of Jamaica; and Neville Scott, representing Cayman Island marina interests. All agreed that any relaxation of the travel ban for US citizens to visit Cuba would have the effect of creating a new Central Caribbean cruising ground consisting primarily of Cuba, the Cayman Islands and Jamaica.

For more information contact Dale Westin at dwestin@portjam.com or (876) 477-6914.

Henry Morgan's Cannons Found in Panama

In February archaeologists recovered six cannons from the ships of Welsh privateer Sir Henry Morgan in the shallow waters surrounding Lajas Reef at the mouth of the Chagres River in Panama.

—Continued on next page



—Continued from previous page

Generally considered a pirate, Morgan was commissioned as a privateer by the English crown to attack enemy vessels and protect the British colonies of Barbados and Jamaica because the Royal Navy was unable to do so. He became the scourge of the Spanish in the Caribbean and was eventually knighted and made governor of Jamaica. Morgan's ships were wrecked in 1671 while carrying Morgan and his men to raid Panama City.

The archaeologists, from Texas State University, the US National Oceanic and Atmospheric Administration, the Waitt Institute, National Geographic, and the Instituto Nacional de Cultura de Panama said the discovery provides the first tangible archaeological link to the activities of Morgan in Panama, whose raid led to the destruction of Panama City. The joint American-Panamanian team has been exploring the mouth of the Chagres River since 2008, and the cannons were measured and photographed in 2008 and studied by Dr. Ruth Brown, formerly with the Royal Armouries in the UK and an internationally renowned early cannon expert. The archaeologists had not intended to bring the cannons to the surface, but treasure hunters have apparently been working at the site so the artifacts were taken to prevent their theft.

The cannons will now be treated at the conservation facilities of the Patronato Panama Viejo to reverse centuries of saltwater intrusion and chemical changes that, if left untreated, will result in their disintegration. The Patronato Panama Viejo has more than 15 years of experience in conservation at its laboratory facility, the only one in the country, specializing in the treatment and preservation of metals.

Thanks to the Los Angeles Times *and www.panama-guide.com for information in this report.*

Eight Bells

VIBERT BAPTISTE: Missing since February 26th and presumed lost at sea is 54-year-old yacht skipper Vibert Baptiste of St. Vincent. Vibert, who worked with Barefoot Yacht Charters, had flown to Union Island to pick up a catamaran and return it to St. Vincent. Vibert's wife, Christine, told local reporters that she was informed that he made the trip alone and had perhaps stopped overnight in Canouan before proceeding to St. Vincent. The weather that weekend was rough and squally. The boat was reportedly found off the lee coast of St. Vincent with the engine running late the following day. Vibert's belongings were found on the boat and no sign of foul play was reported. A search was conducted but the sailor was not found.

Vibert, known to his friends as Dribble, had worked in the yacht charter industry for most of his life, beginning at the original Spice Island Charters in Prickly Bay, Grenada in the 1970s.

GARRETT PATRICK SPILLANE: Beloved husband of charter broker Ann-Wallis White, a former racing and charter yacht captain, Garrett was born in Cork, Ireland in 1937 and died on March 14th. Garrett was one of the original charter yacht captains who joined the Nicholson fleet of Antigua in 1958, and was an Antigua Sailing Week winner several times over. As a captain, Garrett was a veteran of thousands of charters for some of the most famous people in the world for over 30 years. He was a megayacht captain before they were called megayachts.

Stolen Yacht Recovered in USVI

The Lagoon 380 S2 *Namaste,* which was reported as having been stolen from her mooring at anchor in Charlotte Amalie, St. Thomas, between February 27th and March 3rd was recovered at Water Island, southwest of Charlotte Amalie, on March 17th. The boat is the four-cabin charter version of the Lagoon 380. It was found at anchor in good condition, but the bimini was removed, the dinghy was missing and a different name had been put on it.



Mystery tour? Some two weeks after being stolen, this cat was found nearby — with the name changed

Anyone with information is asked to contact cochsen@mcs-germany.com.

Carriacou Maroon Fest Coming!

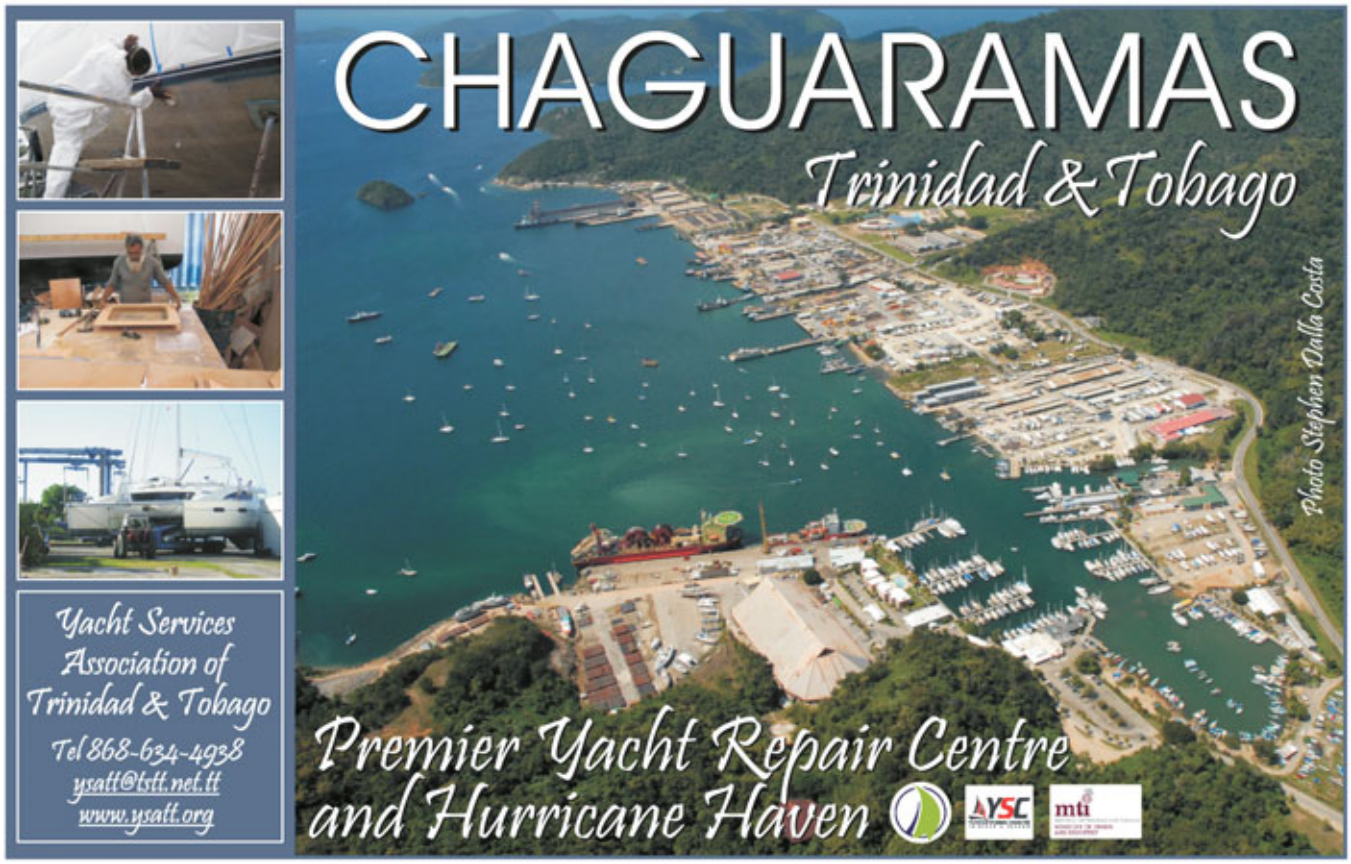
The second annual Carriacou Maroon & Regional String Band Festival will take place from April 29th to May 1st. This three-day celebration provides an opportunity to experience the authentic practice of Grenada's African and European traditions that have been passed through many generations.

Maroon culture is about thanksgiving and prayers to the source of all life, growth and prosperity. Its African origins are authentically depicted through the drumming, singing, partaking of "smoke food" and other rituals practiced by the local people. This aspect of the festival is a celebration of the values of sharing, unity and community self-help.

A key aspect of this year's event will be performances by string bands from the British Virgin Islands, Tobago, St. Lucia, Guadeloupe, Trinidad, Grenada and host island, Carriacou. String band music is very popular on Carriacou and has historically been a main source of entertainment at social functions and the Parang Festival each Christmas. There are various genres of this music, and you must dance!

For more information see ad on page 7.

—Continued on page 7



Port Louis Marina, Grenada – beautiful, welcoming, affordable

port louis
GRENADA
WEST INDIES





Port Louis Marina is justifiably known as one of the best appointed, full-service marinas in the Caribbean. With its spectacular location adjacent to the island's capital, it's the perfect base for cruising the unspoilt Grenadines.

Now, with our new rates for the forthcoming season, a berth at Port Louis Marina is even more affordable.

You'll enjoy all the convenience and luxury the marina has to offer, including exemplary dockside facilities, 24-hour security, marina-wide broadband and more.

The island also benefits from its own international airport, with direct flights to Miami, New York and London.

Port Louis Marina is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome you.

For more information about securing a berth at Port Louis Marina, please contact Danny Donelan on +1 (473) 415 0837 or email danny@cnportlouismarina.com

New Season Rates – 1 December to 31 May

LOA in feet	Daily $/ft	Monthly $/ft/day	6 mths $/ft/day
up to 32	$0.80	$0.68	$0.56
up to 40	$1.00	$0.85	$0.70
up to 50	$1.10	$0.94	$0.77
up to 60	$1.20	$1.02	$0.84
up to 65	$1.35	$1.15	$0.95
up to 75	$1.40	$1.19	$0.98
up to 80	$1.70	$1.45	$1.19
up to 100	$1.75	$1.49	$1.23

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote.

Camper & Nicholsons
YACHTING SINCE 1782
MARINAS

www.cnmarinas.com/plm

EGYPT | ITALY | MALTA | TURKEY | **WEST INDIES**

—*Continued from previous page*

Cruisers' Site-ings

• Interest is growing in the Caribbean in following the *An-Tiki* raft trip. Punning on the name of the famous raft *Kon-Tiki, An-Tiki* is drifting across the Atlantic with octogenarian Anthony Smith and friends including BVI resident David Hildred aboard. They are doing the trip to raise money for Water–Aid. Their original aim was to drift



Update! As this issue of Compass *goes to press,* An-Tiki *anticipates a landfall in St. Martin. Anthony says, 'We don't know when we will reach it... it is over 500 miles away, we are traveling at about three knots, the weather looks good, but we did travel backwards a couple of days ago!'*

into the Bahamas, but bets are now on that they may end up coming into the Windwards. Follow their trip at ***www.an-tiki.com*** or ***http://gasballoon.com/antiki***.

• The relatively young and multi-cultural cruising couple Mark Kilty (USA) and Liesbet Collaert (Belgium) have been sailing on their 35-foot catamaran *Irie* for more than three years. Mark and Liesbet left from Maryland and slowly made their way to the Eastern Caribbean where they have been hopping around for the last two years. Dogs Kali and Darwin joined them on all the adventures until they passed away. They plan to maintain this cruising lifestyle indefinitely. Stories, reports and pictures about their experiences, daily life, and trials and tribulations can be found on their blog ***www.itsirie.com***. For more pictures, click the appropriate link in the right column. To get a feel for what living on a small cruising/sailing catamaran in the tropics is all about, check out their blog on the watersport and adventure website XWaters: ***http://xwaters.com/blogs/liesbets-blog***.

• Sailing for the environment! Keep up with Oceanswatch doings at ***http://blogs.oceanswatch.org/Caribbean***.

• This winter, the Hands Across the Sea crew has been visiting schools and libraries in the Eastern Caribbean, meeting the school principals and teachers, local librarians, US Peace Corps Volunteers, and concerned parents who are part of the Caribbean Literacy and School Support (CLASS) program. To hear what the folks in the Caribbean who are carrying out this work have to say, visit ***www.handsacrossthesea.net/HandsLog.htm***.

Calling All *Compass* Contributors!

If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch. It takes place on Thursday, April 21st at the ever-popular



WILFRED DEDERER

Join the Brunch bunch! Compass *contributors are invited to our annual pre-Bequia Regatta celebration*

Mac's Pizzeria in Bequia. Please arrive at 10:00AM: it's brunch, not lunch, and those who arrived at noon last year missed out!

The annual Compass Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The Writers' Brunch is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

Space is limited so please RSVP by April 15th to sally@caribbeancompass.com or phone Sally at (784) 457-3409. We look forward to seeing you there.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Akwaba of Martinique in the Market Place section, pages 42 through 45.

Good to have you with us!



BUSINESS BRIEFS

Island Water World's Night-Time Website Specials

Birgit Rothel reports: To celebrate the success of Island Water World's e-commerce website, the company is introducing 'Island Water World Happy Hours' — a special promotional program created to thank on-line customers for their support since the inauguration of the website 15 months ago.

"Once a week, we will post an 'unbeatable' nighttime special which will only appear between 5:00PM and 8:00AM EST the following day," says Sean Kennelly, Managing Director of Island Water World. "All you need to do is connect to www.islandwaterworld.com, watch out and make a deal!"

Island Water World's e-commerce website, www.islandwaterworld.com, is one of a handful of true Caribbean Online Shops, with headquarters in St. Maarten. The company delivers marine products via FedEx, LIAT and various cargo companies to the entire Caribbean Basin at very competitive prices. Online shoppers enjoy ten percent discount, great deals and giveaways.

Island Water World Marine has two stores on St Maarten, two on Grenada, one on St. Lucia and since last year, one in Curaçao.

For more information see ad on page 48.

Insurance Matters

Insurance Consultants of Grenada Limited reports: Accidents happen and that's why you have insurance. If the proper procedures are followed at the beginning and throughout the claim process, then the settlement will be easy and quick. If this is not done then problems will arise. When you need to make a claim here's how to make it easy:

You should report the circumstances as soon as possible to your broker by letter, telephone, fax or e-mail.

All that is expected of you is that you act reasonably to preserve your vessel and its equipment from further damage. Consider what steps you would take if you didn't have insurance. Any theft or malicious damage should be reported promptly to the police and the Crime Number noted.

If the accident has resulted in personal injury or damage to property of third parties, *do not admit liability* or instruct lawyers or acknowledge any correspondence received. Leave this to the insurer's lawyers. It is important to obtain names and contact information of independent witnesses whenever possible. Insurers should be advised immediately of the circumstances of the accident and any written suit should be forwarded to them.

A claim form will have to be completed and sent to the insurer. Estimates of repair cost should accompany this. The return of the claim form should not be delayed while you await an estimate as the claim can be registered in the meantime. Try to obtain at least two repair estimates if possible.

Depending on the extent or circumstances of the damage, insurers may decide to instruct a surveyor to inspect the damage or investigate the loss. Insurers will give you their name, address and contact information and normally ask them to contact you directly.

The completed claim form estimates and the surveyor's report, if applicable, will form the basis for the offer of settlement. When the insurers give their approval to an estimate, you may give instructions to repairers to proceed or the suppliers to supply.

When the repairs have been completed or replacements supplied to your satisfaction, the receipted invoice(s) should be submitted to your broker. Insurers will then arrange reimbursement in accordance with the policy conditions. Where you have not paid the invoice, insurers will reimburse the repairers/suppliers directly. Invoices should be made out to you, not the insurer.

Always contact your broker immediately on the occurrence of any incident, even though it may appear to be minor, because they can sometimes turn into big problems.

For more information on Insurance Consultants of Grenada Limited see ad on this page.

Dockwise Carries Cruising Yachts to Safety

Dockwise Yacht Transport (DYT) will transport 20 private cruising yachts from Salalah, Oman to Marmaris, Turkey this month. The company, best known for its fleet of semi-submersible "float-on/float-off" yacht carriers, also coordinates lift-on/lift-off arrangements with third-party carriers, and logistically can fulfill almost any request, even if it is driven by unfortunate circumstances.

"Due to increased piracy, cruising sailors are altering their plans for getting from southeastern Asia to the Mediterranean," said DYT President Clemens van der Werf. "By virtue of their independent and adventurous nature, some of these sailors had not previously thought about shipping as an alternative, but they are thinking differently now. Dockwise is committed to assisting them in all phases of learning about the process and then implementing a plan so they can ship to designated ports rather than travel through dangerous waters on their own."

Van der Werf explained that in mid-February, four Americans aboard a sailboat hijacked by pirates off the coast of Oman were killed by their captors, and more recently, Somali pirates took hostage seven Danes, including three children, after hijacking their yacht off the Somali coast.

"These attacks on private cruising yachts are deeply disturbing and are an assault on our collective yachting family," said van der Werf, emphasizing that for more than two decades, DYT has been working one-on-one with owners, captains and crews to ensure safe and efficient passages by way of shipping. "We will do all we can to help sailors meet their needs, utilizing extensive shipping routes and schedules used by our own Dockwise vessels as well as our alliances with heavy-lift operators around the world."

Helping in times of crisis is not new to DYT. One of the ships owned by its parent company, Dockwise Ltd., transported the destroyer *USS Cole* back to the United States after it was the target of a suicide attack carried out in the year 2000 at the Yemeni port of Aden.

Dockwise Yacht Transport provides services to the Caribbean.

For more information see ad on page 18.

No Time Restriction on Long-Term Storage at Curaçao Marine



Curaçao Marine announces it will be obtaining Customs free-zone status, enabling the yard to store yachts without time restriction. Previously, yachts received a permit to stay in Curaçao for six months, which could be extended to 12 months maximum. For longer stays the yacht had to clear out, make a trip to a foreign port, return and get a new entry.

Now, with the free-zone status, a yacht can stay in storage in the yard indefinitely while the owner is off the island, without the hassle of obtaining permit extensions, etcetera.

When the owner and/or crew return to Curaçao to prepare for departure or to cruise Curaçao, they will get a new (cruising) permit good for six months. This permit can be extended to 12 months maximum. After that, an extension can be obtained when the yacht has been to a foreign port and back, or the yacht can go back into the free zone.

This will be a real improvement for the yachting industry on Curaçao.

For more information on Curaçao Marine see ad on page 24.

SVG Air Now Flies Antigua to Montserrat

Getting to Montserrat just got easier with the announcement by the Government of Montserrat that SVG Air has been approved to operate daily scheduled commercial air transport services between Montserrat and Antigua.

Two daily return flights commenced in March, departing Antigua at 7:00AM and 4:00PM, and departing Montserrat at 7:30AM and 4:30PM. SVG Air can also add charters to Antigua and neighbouring islands.

SVG Air has been in operation since 1990, and is based in St. Vincent, Barbados, St. Lucia and Grenada, with hangars in St. Vincent, Bequia and Canouan. The company operates scheduled and charter flights throughout all the islands of the Caribbean, notably between Barbados, Nevis, Bequia, Canouan, St. Vincent, St. Kitts, St. Marten, Union Island, Mustique, Grenada, St. Lucia, St. Barth's, Anguilla and Martinique, and also as far afield as Guyana and Jamaica.

For more information see ad on page 32.

ECHOTec's New Element Saves Water

While many watermaker manufacturers are satisfied by simply assembling standard off-the-shelf parts, ECHOTec engineers and builds more proprietary components in order to achieve ultimate reliability, performance and cost-efficient operation. What makes ECHOTec the practical choice for cruisers as well as commercial users is that all innovative system components are built to allow the use of widely available off-the-shelf consumables and spares. There is one exception:

—Continued on next page



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Product water from any reverse-osmosis watermaker has little salt content and is very soft and acidic because of the removal of alkaline mineral constituents of the seawater. Therefore, similar to rainwater, reverse-osmosis product requires significantly more freshwater to rinse off soap, shampoo and other detergents. ECHOTec is the first yacht watermaker manufacturer to combat this problem by using a proprietary post-treatment system. The newly developed mineral dispenser returns some hardness to the water and offers a practical, low maintenance solution that saves up to 50 percent of your fresh water.

The ECHOTec post-treatment element also contains a mixture of minerals that returns bicarbonate alkalinity, correcting pH only enough to reach a neutral equilibrium. This dramatically reduces corrosion on metal tanks, boilers, washing machines and plumbing due to acidic water. As the water is slightly re-mineralized, this will also improve its taste.

For more information visit www.echotecwatermakers.com.

New Bar and Yacht Services in Dominica

Drop Anchor Bar and Yacht Services recently opened in the Roseau Bay area of Dominica, offering sailors a modern and convenient land base on the island. At Drop Anchor sailors can find a newly built facility with a sturdy dock located just a 15-minute walk or three-minute bus ride from Dominica's capital city, Roseau.



Services include hot freshwater shower, WiFi, clean water for filling tanks, provisions (including cases of bottled water, beer, liquor and soda, plus select frozen and fresh goods), and assistance with tour, taxi, car rental and other booking services. Yachts can also tie up to the dock for free overnight stays, sea conditions permitting.

Also, take a break on land in the relaxing bar area of Drop Anchor where traditional and exotic cocktails are served along with bar snacks. Weekend live-music events are also regularly scheduled. The bar is open Wednesday through Saturday 12:30PM to 12AM, but yacht services are available around the clock.

For more information visit www. DropAnchorDominica.com or call on VHF 16.

Fantasy Island Marina's Blakeslee on Leave

Jerry Blakeslee, dockmaster at Fantasy Island Marina in Roatan, Honduras, and Seven Seas Cruising Association Cruising Station Host will be taking a leave of absence from April 1st to the end of July. Jerry says, "A lot has been happening here: old docks repaired, over 300 feet of new dock space added and a deck built in the cruisers' area", so he's taking a well-deserved break!

Jim Hendricks of *S/V MiLady* will take over as interim dockmaster; contact him at fidockmaster@yahoo.com for information concerning the marina.

Marina Upgrades for Cuba

Dale Westin reports: According to the January issue of *Cuba News*, an exile publication from Florida, Cuba is gearing up with a variety of marina upgrades and new facilities in anticipation of a relaxation of the USA travel embargo. The feeling is that once the travel ban is lifted, a new Central Caribbean cruising ground will evolve including the Cuban south coast, the Cayman Islands and the north coast of Jamaica.

Cuba presently has eight south coast locations that qualify as "marinas". The plans call for an additional five marinas on the south coast and the creation of nine new anchorage areas. New marinas are forecast for Guantánamo Bay, Cuba (not the US one!), just east of Cape Cruz (about due north of Port Antonio), the Garden of the Queen, on the east side of the Isle of Youth and to the east of Guanacabibes in the far western province. Nine additional marinas are forecast for the country's north coast.

Developers of the new facilities include companies from the United Kingdom, Spain, Canada and the Caribbean. USA investors are forbidden under the Trading with The Enemies Act from business ventures in Cuba.

When will all this happen? Only time will tell!

Excerpted from Errol Flynn Marina's Docklines newsletter, www.errolflynnmarina.com.

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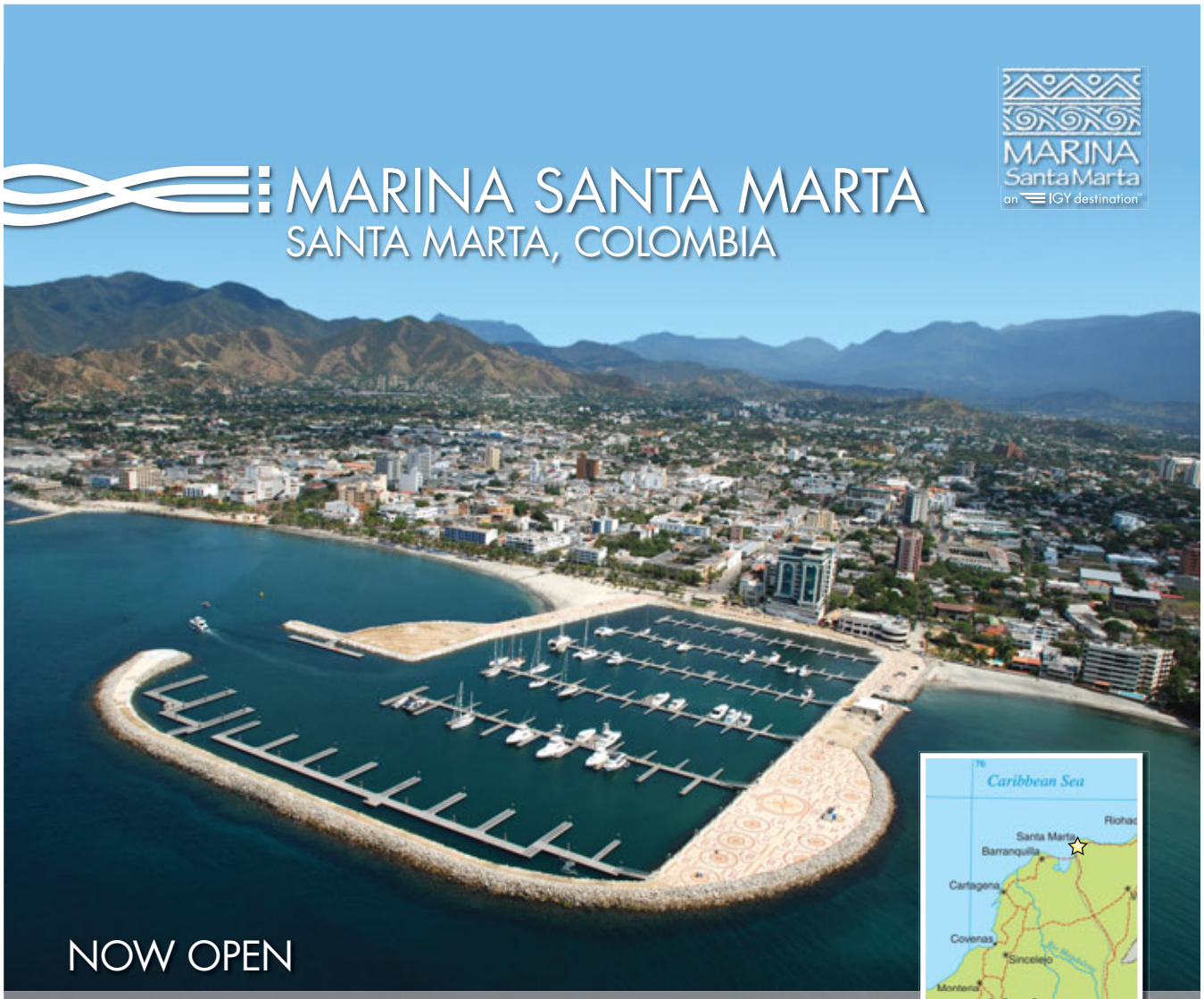




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CARIBBEAN ECO-NEWS

Grenadines Dive Saves Lobster Lives!

Marslyn Lewis reports: In February, scuba diving guests from Petit St. Vincent Resort and Grenadines Dive's Master Scuba Instructor, Glenroy Adams, reached deep into their pockets to express their love for the marine environment by rescuing the lives of several spiny lobsters. Glenroy and his guests purchased several live lobsters from a fisherman, and these were then placed on the sheltered reef of the Tobago Cays Marine Park instead of on a plate.

Why will they do this in the peak of lobster season when there are so many tourists craving a tasty lobster meal? To sound the alarm about over-fishing of lobsters. The long-term survival of the Southern Grenadines' lobster population means so much more than any short-term financial gain.

The Marine Park was chosen as the lobsters' new home because it is a protected no-fishing zone, which offers a better chance for their survival and reproduction. Ultimately future generations of lobsters can migrate with the current to neighbouring reefs to rebuild the depleted lobster population of the Southern Grenadines.

Born in Bequia and now based in Union Island, Glenroy Adams who has been diving the waters of the Southern Grenadines for more than 20 years says that working to preserve the marine life in these waters has always been top priority. He thinks this project can offer new hope for the future of this iconic marine animal and pledges to make it an ongoing project of Grenadines Dive, sharing this unique experience with his guests who are delighted to be a part of such an endeavour.

For more information visit www.grenadinesdive.com.

Humpback Whale Sighted at Mochima

On March 4th, a group of tourists traveling by water-taxi about two miles off the Venezuelan coast between the town of Lecherias and Isla Chimana Grande were treated to the rare sight of a humpback whale cavorting in the waters of Mochima National Park.


MIQUEL MARIN

Humpback whales (*Megaptera novaengliae*) can grow to 16 metres in length and weigh up to 36,000 kilos. The humpbacks feed only during the summer in the polar regions and migrate to the tropical and subtropical waters to breed and give birth during the winter. During the winter they fast, surviving on their fat reserves. The species feeds primarily on krill and small fish. Like the other great whales, the humpback whale was excessively hunted and its population was reduced by 90 percent before the International Whaling Commission moratorium was implemented in 1966. Since then, the population has partially recovered, but entanglements in fishing gear, collisions with boats and noise remain sources of concern. The current global population is estimated at some 80,000 individuals.


Guy Harvey filming a tiger shark in The Bahamas

'Protect Bahamian Sharks' Campaign

Dr. Guy Harvey, world-renowned scientist and marine wildlife artist, has joined the growing ranks of individuals and organizations calling for strict regulations to ban the commercial fishing of all sharks in The Bahamas. In support of the program, Dr. Harvey released a custom-designed "Protect Bahamian Sharks" campaign logo and poster in March while visiting Nassau to meet with government officials. He says, "Many species of sharks are now being driven to the brink of extinction by over-exploitation, fueled mostly by the Far East's demand for shark fin soup." The loss of these animals could cause irreversible damage to the marine ecosystem.

"Due to a ban on longline fishing gear in the 1990s, led by The Bahamas National Trust, Bahamian waters are one of the few places in the world with relatively healthy shark populations," said Eric Carey, Executive Director of The Bahamas National Trust. "The Bahamas is now one of the premier shark-watching destinations for divers, reeling in US$800 million over the past 20 years for the national economy, according to the Bahamas Diving Association."

Even with the ban on longlining gear, sharks are still considered at risk in Bahamian waters owing to other methods of fishing. "There are currently no specific laws in The Bahamas protecting these amazing creatures," said Matt Rand, director of global shark conservation for the Pew Environment Group. "We are working with The Bahamas National Trust to raise awareness to establish measures that will conserve healthy shark populations before it is too late."

The Bahamas National Trust was established by an Act of Parliament in 1959 and is mandated with the conservation of natural and historic resources of The Bahamas. The BNT is the only known non-governmental organization in the world with the mandate to manage a country's entire national park system.

For more information visit www.bnt.bs.

St. Croix's Reef Jam Coming in May

Celebrate the reef at the largest beach party on St. Croix! Reef Jam 2011 will take place on Sunday, May 29th from 1:00 to 10:00PM at Rhythms at Rainbow Beach in Frederiksted.

Reef Jam is a grassroots, non-profit organization with a mission to "encourage marine conservation and stewardship through community education and outreach." All proceeds from the annual musical fundraiser will be used to support local marine education and conservation efforts on St. Croix.

This fourth annual musical fundraiser has activities for the whole family including live music, a family activity zone with marine-related games and demonstrations, traditional food vendors, T-shirt sales and raffle items, a Reef Rap competition for local High School students, guest speakers, information booths and much more!

For more information, visit www.ReefJam.com.

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Petite Martinique Regains 'Champion of Champions' Title at Digicel Work Boat Regatta



Nearing the finish in Grenada's Senior National Team Sailing competition

Sailors from the tiny Grenadine isle of Petite Martinique returned to the top position at the 2011 Grenada Sailing Festival Digicel Work Boat Regatta held off Grand Anse Beach February 4th through 6th. In the Match Race Final, the fight was on between Petite Martinique and Grenada's "fishing capital", the village of Gouyave, right from the start line. Positions changed repeatedly as the marks were rounded, but the Petite Martinique team crossed the line first to take the title, the trophy and the US$1,000 prize. Gouyave held on to second place for a US$500 prize, with the third place prize of US$250 going to Carriacou. Petite Martinique returns to the top position after taking second place last year and winning in 2009.

One of the biggest crowds in the event's nearly two decades of history watched high-octane racing between Grenada's sailing communities of Carriacou, Gouyave, Petite Martinique, Sauteurs and Woburn. The work boat competition starts with class racing, with each village generally having its own style of boat and therefore its own class. Well-known competitors including *Riot Act, Classic, Unity, Endeavour, Swift, Planass, Top Ranking, Now For Now* and *Etierone* were joined by new competitors with newly built boats — *48 Hours, Wet, Voop, Pattern, Clorox, Confidence* — and the atmosphere was charged. A series of races determined the class winners, who then entered the Match Race Finals sailed aboard a fleet of locally built GSF16s to determine the National Champion of Champions.

The racing was as tough as ever and in the Match Race Finals all communities gained podium places: Gouyave took first in the United Insurance Senior event ahead of Petite Martinique and Sauteurs, and in the Junior event sponsored by Coca Cola and Budget Marine, the crew from Carriacou took first place, Woburn took second, with Sauteurs once again in third.

For the first time on Grand Anse Beach the crowd was also treated to a show of talent from Grenada's young sailors in a Junior Dinghy Racing Championship hosted by the Grenada Sailing Festival, organized by the Grenada Yacht Club and Gouyave Sailing School and sponsored by Budget Marine and Coca Cola. Fourteen young sailors took part and handled the windy conditions well. In Optimist Class first place went to Noah Bullen, second place to Ryan Morain, and third to Brent McQueen. In Mosquito Class first place went to Quesi Paul, second to Justin James, and third to Mozart St. John.



Above: 2011 Junior Dinghy Sailing participants and their coaches

Below: Once again 'Champion of Champions', the Petite Martinique team accepts its awards



Over the entire two-day event, which coincided with Grenada's Independence weekend, the crowd enjoyed live entertainment, games and beach activities. There were arts and crafts on sale, and food stalls in a Community Kitchen, where all the favourite traditional dishes were on offer. The 2011 Grenada Sailing Festival Digicel Work Boat Regatta was rounded off with a wonderful fireworks display courtesy of Spice Island Fireworks, ending with a set piece in the country's national colours — a high spot of the Independence celebrations.

The Grenada Sailing Festival wishes to thank its sponsors and supporters: the Grenada Board of Tourism, Digicel, United Insurance, FLOW, ScotiaBank, Mount Gay Rum & Heineken with their agent Bryden & Minors, Budget Marine, True Blue Bay Resort, Coca Cola, SOL EC Ltd., Island Dreams Yacht Services, Horizon Yacht Charters, Spice Island Marine Services, Turbulence Ltd, Court's, Deyna's Tasty Foods, Grenada Electrical Contractors, Southern Electrical, Steele's Auto Supplies, Grenlec, Glenelg Spring Water, Spice Isle Fish House and Spice Isle Fireworks.

For more information visit www.grenadasailingfestival.com.

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RORC CARIBBEAN 600 – A Race Comes of Age



LUCY TULLOCH / WWW.THELUCY.COM

The start of the 2011 edition of the Caribbean's premier offshore race

With 22 knots or more in the gusts, strong winds launched the third edition of the RORC (Royal Ocean Racing Club) Caribbean 600 across the starting line off English Harbour, Antigua on February 21st. A record entry of 34 yachts from 15 different nations included yachts representing Antigua, Australia, Belgium, Canada, the Cayman Islands, France, Germany, Great Britain, Ireland, Italy, Lithuania, the Netherlands, South Africa, Spain and the United States. The fleet ranged from Bernie Evan-Wong's Antiguan Mumm 36, *High Tension*, to the 155-foot schooner *Windrose of Amsterdam*, chartered by Andrew McIrvine.

Event co-founder John Burnie describes the 600-mile course, which weaves through 11 of the Leeward Islands, as "more like a Formula One race track than a traditional windward leeward course". *Rambler 100's* Kenny Read said, "That was a lot of fun but hard work for a while. You do something like sail around the world and that is almost easy compared to this because there is no time to take any sleep. You're taking so many corners and turns, but it is also a gorgeous course, it's a dream-come-true type of event. Probably the most memorable part of the course was at night with a full moon at the top of St. Maarten, big breeze and massive breaking waves. It was huge fun and really cool, we came out of there doing 26 knots." Clarke Murphy aboard *ICAP Leopard* agreed: "Hitting those speeds hour after hour was just amazing. I couldn't have asked for a more exciting sail..."

The battle for line honours was between the two canting keel 100-foot Maxis, Mike Slade's Farr-designed *ICAP Leopard*, which set the record for this race in 2009, and George David's Juan Kouyoumdjian-designed *Rambler 100*. It was the first ever showdown between these two titans. Line honors went to *Rambler 100*, which crossed the finish line in Antigua with an elapsed time of one day 16 hours 20 minutes and two seconds. David's team included the entire crew of Puma Ocean Racing, which will be competing in the 2011-12 Volvo Ocean Race. *Rambler 100* smashed the monohull course record by nearly four hours and very nearly eclipsed the multihull record in the process, falling short by just nine minutes. *Rambler 100* also won the race overall on corrected time, to capture the RORC Caribbean 600 Trophy.

After the Maxis crossed the finish line, it was a full ten hours before the third yacht, Peter Harrison's magnificent 115-foot ketch, *Sojana*, arrived.

This event has quickly established itself as THE offshore race in the Caribbean and one of the 'must do' offshore yacht races of the international racing calendar. The RORC Caribbean 600 and the Pineapple Cup (Miami to Montego Bay) are the first events in the 2011 Atlantic Ocean Racing Series. This series is in its inaugural year and includes seven of the great bluewater races in the world.

Thanks to John Burnie and Louay Habib for information in this report.
For RORC Caribbean 600 results in all eight classes, visit http://caribbean600.rorc.org/blog/race-information/results/index.html.



TIM WRIGHT / WWW.PHOTOACTION.COM

Sojana's *crew: 'We couldn't race in the first two editions, but it was third time lucky and what a magnificent race this is!'*





REGATTA NEWS

Brady Defeats Holmberg in Budget Marine Match Cup

In the deciding race of the Budget Marine Match Racing Cup on March 1st, New Zealand's Gavin Brady and his crew of Chris Larson and Marc Plaxton defeated the Virgin Islands' Peter Holmberg to claim the US$5,000 prize for first place in the ISAF Grade 5 match-racing event in the lead-up to the 2011 St. Maarten Heineken Regatta. Brady's 2-0 victory in the best-of-three finals during this third running of the Budget Marine Cup avenged his loss to Holmberg in 2010.



Holmberg, who earned $3,000 for second place, had won the last two Budget Marine Match Racing Cups. In determining third and fourth place, Colin Rathbun's Team BVI dispatched veteran UK match racer Simon Shaw and his squad, also by a 2-nil score, to earn the $2,000 check for third.

Brady, Holmberg, Rathbun and Shaw advanced to the Final Four in the eight-team field after an earlier round robin on Simpson Bay, St. Maarten raced in often fluky, shifty seven- to 13-knot winds. Brady was undefeated in the ten-flight round-robin series, sailed in Jeanneau SunFast 20s in St. Maarten.

Brady's team was slightly behind Holmberg at the last weather mark, but managed to overtake on the final run. Brady says, "We were the back boat and we dictated the tempo again but Pete did a slightly better job of identifying what our game plan was and he came out of that start slightly ahead. But Chris and Marc were patient, and again it came down to boat speed. There were many penalties, there was a lot going on. But you would not see a better match race anywhere, in Malaysia at the World Championships… anywhere. That race was as good as it gets."

"My hat goes off to our judges," said Budget Marine's Robbie Ferron. "You can't have an event like this without a fantastic race committee and judges. They did a great job."

"The most important thing was being in the finals again with Peter," Brady said. "Both of us have come through the America's Cup and spent our lives doing this. Now we're a couple of the older guys in the sport. But we're still racing against each other and still having a beer at the end of the day."

Will Brady be back next year to defend his title? "I enjoy this regatta very much," he said. "Sometimes you fly to Europe with a team of six guys and you do six races. We came today and did nine races. And we're in St. Maarten, which is beautiful. So I think that's a no-brainer."

For complete results of the Budget Marine Match Racing Cup, as well as the GILL Commodores Cup, visit www.heinekenregatta.com.

St. Maarten Heineken Light-Air Affair

The 31st Annual St. Maarten Heineken Regatta, sailed March 4th through 6th, will be remembered as a light-air affair, with 191 boats in 18 classes racing in breezes of ten knots or less. Competitors came from Europe, North America, Australia, Latin America and the Caribbean.

The St. Maarten Cup for the regatta's Most Worthy Performance Overall went to Mark Plaxton's Melges 32, *Team INTAC*, a BVI entrant with an all-star island crew that included Peter Holmberg, Maurice Burg and Ben Beer. *Team INTAC* also won the Caribserve-NTG Cup for Most Worthy Performance during the Friday's racing.

The Heineken Cup for Most Worthy Performance on the Saturday was presented to Marieke Poulie's Sun Odyssey 44, *Something Hot*, in the Bareboat 3 Class. *Something Hot* also received the Goldendog Cup for the team's contribution to charity. Another Bareboat, Eggbert Schuett's *Team Hamburg*, racing in Bareboat 1, was the Most Worthy Performer on the Sunday. The Overall Bareboat winner was *KH+P Sea You Later*, Hans Robert Nitsche's Dufour 455.

The Panama Jack Cup for Fastest Multihull Around the Island in the opening race was the impressive Seacart 30, *Blanca*. The Fastest Monohull (Spinnaker classes) was the Dubois 90, *Genuine Risk*.

The award for Best "J" was accepted by Tanner Jones of the Antiguan-based J/30, *Blue Peter*, and the best Swan in the fleet for 2011 was the winner of CSA 1C, Wendy Schmidt's Swan 82, *Team Selene*.

The 32nd annual St. Maarten Heineken Regatta will take place from March 1st through 4th, 2012.

For full results visit www.heinekenregatta.com.

St. Lucian Youth Sailors Shine in Martinique

Lily Bergasse reports: The St. Lucian team of eight sailors and two coaches returned triumphant from the 21st Annual Semaine Nautique International de Schoelcher regatta, held in Martinique from March 5th through 9th.

Among the 80 dinghies on the water, St. Lucia's sailors made their mark. In the 4.7 Laser Class, Olympic scholarship recipient Stephanie Devaux-Lovell, 15, was the women's champion and first overall, and Raina Bergasse, 16, placed fifth overall and third in the women's category. In the Laser Radial Class Beth Lygoe, 30, finished third overall.

—Continued on next page



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At the first of a series of regattas scheduled this year in preparation for the 2012 Olympic Games, both Beth and Stephanie proved that they are well on their way to being competitive at the Olympic qualifying regattas.



In Schoelcher's 4.7 Laser Class, Stephanie Devaux-Lovell, 15, was the women's champion and first overall

Below: A proud Team St. Lucia with St. Lucia Consul to Martinique, Keats Compton, at right



Among the young men on the team, Marc Spurway, 14, finished tenth overall in the 4.7 Laser Class. In the Laser Radial Class Scott Anthony, 17, finished 11th, followed by Dylan Charles, 14, in 12th.

In the very competitive fleet of 50 Optimist dinghies, Marcus Sweeney and Luc Chevrier finished 27th and 39th respectively. The dedicated guidance of sailing coaches Max Todd and Omari Scott paid off with the St. Lucia team producing its best results ever at this annual regatta.

St. Lucia's young sailors and their coaches would like to thank St. Lucia Consul to Martinique, Keats Compton; sponsors IGY Marina and Ferrand's Dairy; and all who showed their support of the St. Lucia Youth Sailing programme.

Meanwhile, Hedge Shuter reports that another fine performance by Trinidad & Tobago sailor Abigail Affoo, 12, saw her place first female and fourth overall in the Optimist Class at Schoelcher.

This result for Abigail follows her fine performance (10th out of 223) in the St. Valentine's Day Regatta in Florida in February. Abigail also leads this year's ranking races in Trinidad & Tobago and she is making great progress in the run-up to the North American Optimist Championships to be held in the US in August.

Abigail was part of a team of four sailors from Trinidad & Tobago. In the overall Optimist standings, Derek Poon Tip placed 12th, Myles Kaufmann 16th and Kelly Ann Arrindell 23rd.

For full results visit www.cnschoelcher.webou.net. For more information on youth sailing in St. Lucia visit www.stluciayachtclub.com. For more information on youth sailing in Trinidad & Tobago visit www.ttsailing.org.

Old Sponsors and New Stamps for Long-Running BVI Spring Regatta

As this issue of *Compass* went to press, the BVI Spring Regatta was preparing to celebrate major milestones at this year's event, March 28th through April 3rd, including the regatta's 40th anniversary and many years of support from its oldest sponsors, Mount Gay Rum, Heineken and their distributor Road Town Wholesale (RTW). These sponsors' partnership has helped create two of the sport's indelible icons: Mount Gay's "red hats" and Heineken's "greenies".

"Since the very first regatta, RTW has been a strong and loyal supporter of the BVI Spring Regatta," said Delma Maduro, RTW's Chief Executive Officer. "Our founder, Peter Haycraft — an avid sailor — was also a founding member of the BVI Spring Regatta. Over the years, we secured sponsorship deals with several of RTW's exclusive brands. Mount Gay has been, and remains, a loyal sponsor from the very early years of the regatta. For about the past two decades Heineken came on board as a Gold sponsor."

With the history of sailing as a primary economic and social activity in the British Virgin Islands, the territory is known as "The Sailing Capital of the World". As a tribute to the BVI Spring Regatta's positive impact on the community, the 40th Anniversary commemorative stamp collection was unveiled on March 1st. Four stamps, with denominations ranging from 15 cents to two dollars, were issued and each depicts a different decade in the history of the regatta. The 1970s are remembered with a photo of the original boathouse that was used as the BVI Yacht Club house in 1972. The '80s stamp highlights the addition of the bareboat fleet to the regatta and the fact that the charter industry put Tortola on the map during that decade. With a photo of *Pipedream*, the '90s are depicted by spinnakers on the water vying for position. *Pipedream* was chosen because its owner is Peter Haycraft, a 40-year BVI Spring Regatta racing veteran. The addition of a racecourse specifically for one-design yachts is remembered in the most recent decade stamp. This stamp features the IC24 fleet, as this class was designed in the Caribbean and now attracts some of the most talented local sailors. For the first issue cover, the Nanny Cay Marina and Resort is featured as it has been home to the BVI Spring Regatta and Sailing Festival for many years.

For more information on the BVI Spring Regatta visit www.bvispringregatta.org.

50 for Les Voiles de St. Barth

The second annual Les Voiles de St. Barth is set for April 4th through 9th, with 50 yachts already registered in five classes as this issue of *Compass* goes to press. "The regatta had a great start last year," said Donald Tofias, a Newport, Rhode Island resident who ships his two W-76 yachts, *White Wings* and *Wild Horses*, to St. Barth's every year.

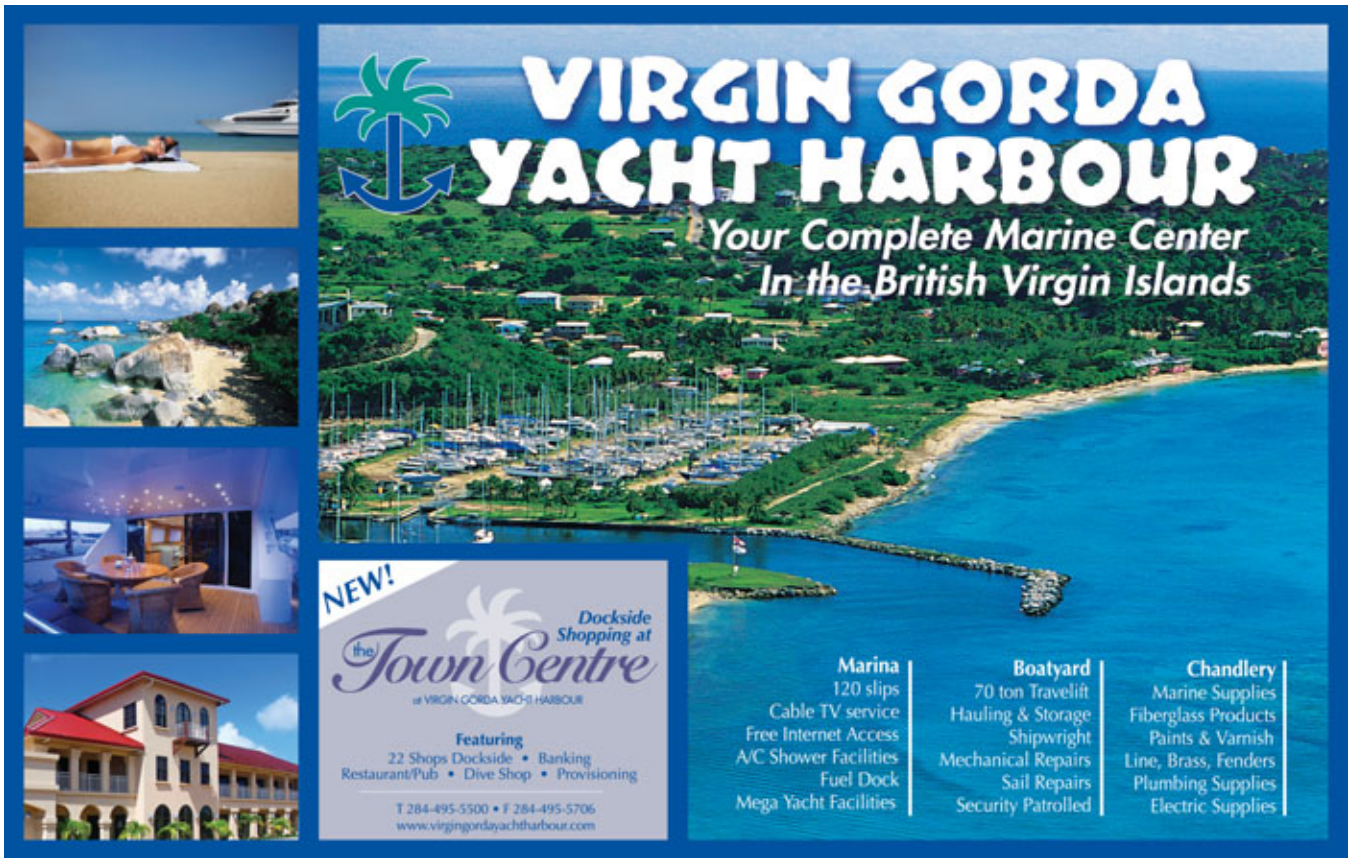
Among other notables registered are *Atrevida*, a 105-foot Herreshoff-designed schooner from Brazil; Mike Slade's 100-foot Farr design, *Leopard 3* and George David's *Rambler 100* from the UK; and Richard Balding's Swan 60, *Fenix*, Patrick Demarchelier's Swan 45, *Puffy*, Jim Swartz's *Vesper/Team Moneypenny* and Lloyd Thornburg's Gunboat 66, *Phaedo*, all from the USA. Fresh from their duel for line honors in the RORC Caribbean 600, the battle between the two Super Maxis, *Leopard 3* and last year's winner *Rambler 100*, is sure to turn some heads.

For more information, visit www.lesvoilesdesaintbarth.com.

Oysters to Race in Grenada

From April 11th through 16th, Port Louis Marina at St. George's, Grenada will host an exclusive Oyster Regatta. Included will be a race around the island, an overnight stop and Lay Day at Le Phare Bleu marina on Grenada's south coast, and dinners and parties in some of the island's top venues, returning to Port Louis Marina for the prizegiving party and dinner.

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Oyster yachts, hand-built by some of the world's finest craftsmen, are considered the 'Rolls Royce' of the cruising yacht market. Previous Oyster Regattas have been hosted in Valencia, Spain; the Royal Yacht Squadron in Cowes, UK; the Real Club Naútico in Palma de Mallorca; and the Royal New Zealand Yacht Squadron in Auckland.

President of the Marine and Yachting Association of Grenada (MAYAG), Anita Sutton, says, "The Oyster Regatta represents a tremendous opportunity for Grenada. It is a prestigious global regatta and it is a significant achievement to be hosting it here in Grenada. Several marine-based companies are already reporting a growth in business stemming from this regatta." According to MAYAG, this economic growth should not be limited to marine businesses, since yachting visitors responding to a 2009 survey agreed that 45 percent of their travel budget is spent on meals, transportation and visiting attractions.

For more information on the Oyster Regatta visit www.oystermarine.com. For more information on MAYAG visit www.mayag.net.

Antigua's Class-ic Act

One of the world's premier regattas, the Antigua Classic Yacht Regatta, to be held April 14th through 19th, is praised by past trophy winner and race officer Don Street: "There's an Irish expression, *craic*, which means to compete hard, have fun and not worry much about winning — and that's the spirit of the Antigua Classics."

The host is Antigua Yacht Club and Panerai is sponsoring the regatta's first event: the Panerai Classic Yacht Challenge for 2011. Now in its 24th year, the Antigua Classic Yacht Regatta has hosted between 50 and 60 yachts every year and enjoys a wonderful variety of competitors. Steve McLaren's newest schooner, *Elena*, will race as well as the famous *Stormy Weather*, which participated in the first event in 1988. There is always a buzz around which of the mighty J-Class yachts will come to challenge *Velsheda* and *Ranger*.

For more information see ad on page 13.

Reconnecting the Islands with Traditional Sail

The third West Indies Regatta takes place in St. Barth's from April 29th to May 1st.

Started in 2009 by Alexis Andrews and Loulou Magras, the West Indies Regatta has become an annual fixture on the St. Barth's calendar. Island trading vessels were frequent visitors to Gustavia in the old days, and the local community looks forward to the event.



FRANK PEARCE

The West Indies Regatta aims to ensure that sights like this are not a thing of the past

This year there will be racing and liming on board ten island sloops and schooners that were all built on the beach in the Caribbean by local craftsmen. Special guests will be the two most recently launched Carriacou Sloops: *Zemi* and *New Moon*. The three-masted barque *Picton Castle* is making a special stop on its circumnavigation to take part in the event as the official committee boat.

For more information see ad on page 13.

10th Annual BVI Poker Run

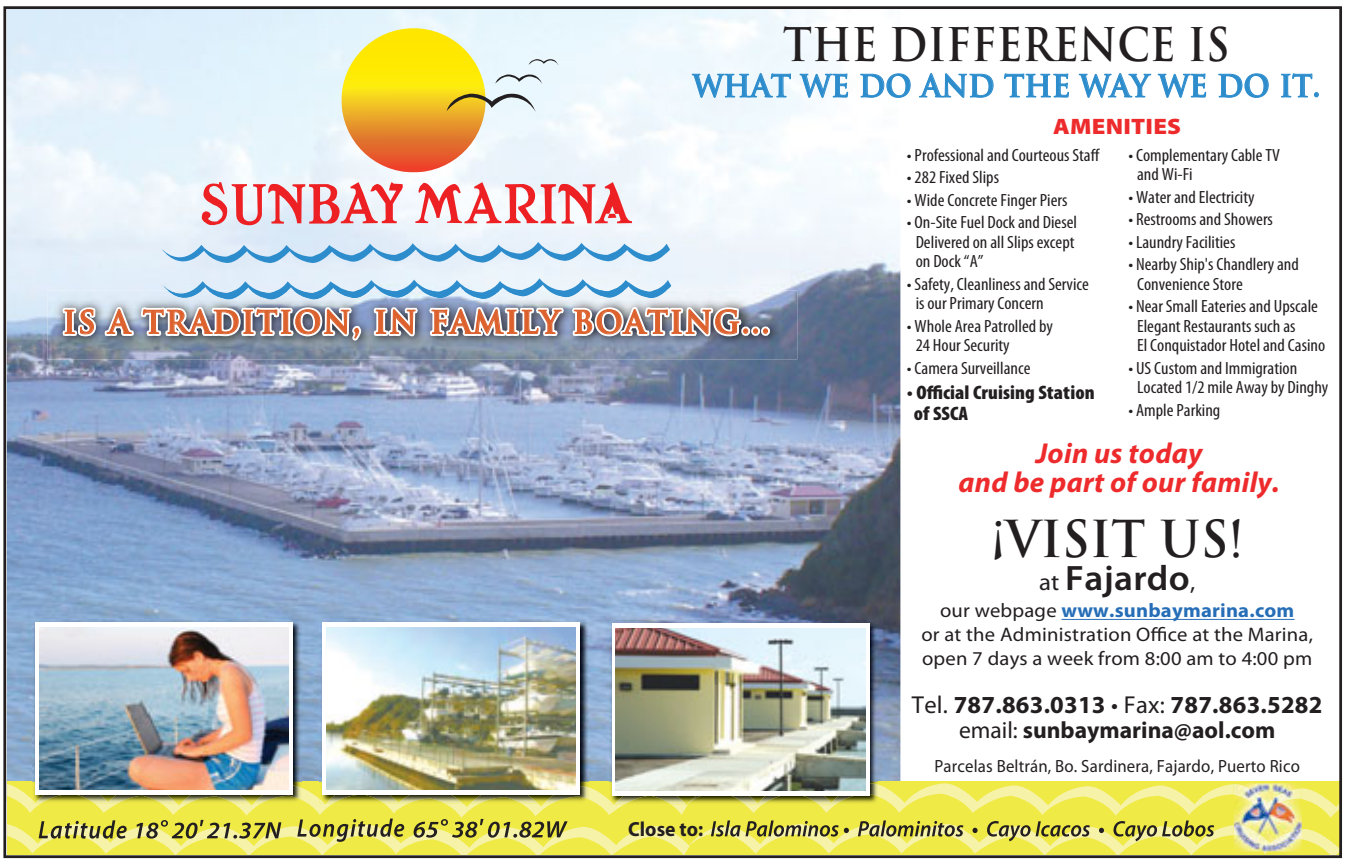
Efraín Rivera reports: For the past decade, the Memorial Day weekend has turned the British Virgin Islands into the location for a unique poker event, the BVI Poker Run. Boaters meet for a 'poker game' during which they run to several locations in the BVI in search of five cards, seeking the winning hand at the end of the day. This year marks the event's tenth anniversary so there will be parties all weekend leading up to the big game on Sunday, May 29th.



Starting at the Leverick Bay Marina, the run includes stops at Scrub Island, Pussers, Pirates Bight, Cooper Island Beach Club, and Virgin Gorda Yacht Harbor. Racers will return to Leverick Bay to pick up their last card and turn in their poker hand. The best hand wins a grand prize of up to US$15,000, based on the total number of entries, and second and third place also receive cash prizes. The organizing committee will hold a VIP cocktail party at the Club Náutico de San Juan on April 7th.

—*Continued on next page*





—Continued from previous page

This event raises funds for charity and non-profit organizations in the British Virgin Islands.

For more information visit www.pokerrunbvi.com.



DEAN BARNES

Puerto Rico's Jorge Gonzalez leads the pack in squally weather at last year's Scotiabank International Optimist Regatta

St. Thomas to Host Major Youth Competition

Carol Bareuther reports: Between June 20th and 26th, the St. Thomas Yacht Club will host a week of Optimist dinghy training, and team and fleet racing including the Sea Star Clinic, the Sea Star Team Race, and Scotiabank International Optimist Regatta.

Celebrating its 19th year as one of the first and largest regattas in the Caribbean to promote youth sailing, the 2011 Scotiabank Regatta will see more than 90 entrants from around the world between eight and 15 years old compete in this Virgin Island Sailing Association and Caribbean Sailing Association sanctioned regatta.

Lawrence Aqui, vice president of Scotiabank for the US and British Virgin Islands, comments, "For young people, sailing offers many life-lessons that will serve them well, making them better members of our community by teaching focus, discipline, self-reliance and respect for the environment. It hones natural instincts and encourages youngsters to push beyond their comfort zones, leading to the pursuit of excellence."

The Sea Star Clinic runs from June 20th through 22nd, with top international coaches Agustin 'Argy' Resano, Bocha Pollitzer and Manny Resano, as well as USVI Optimist coach Santiago Galan teaching the registered sailors. The Sea Star Team Racing event is scheduled for June 23rd.

The three-day Scotiabank International Optimist Regatta starts on June 24th. Ken Legler, head coach for the Tufts University Sailing Team, will be Principal Race Officer. Shoreside activities include a parade of nations, welcome party, raffle, ice cream social, bingo night and Caribbean-themed night, culminating with a beachside brunch and awards ceremony on June 26th.

This year's event will follow an eco-friendly theme, urging recycling of all plastic water bottles and use of free reusable water bottles; keeping all lunch bags, wrappings and waste out of the water; picking up any trash on shore and accepting drinks without plastic straws.

For more information contact scotiabankregatta@gmail.com. For the Notice of Regatta and registration forms visit the St. Thomas Yacht Club at www.styc.net.

ISAF Conference for Puerto Rico

Eric A. Tulla, ISAF Vice-President reports: From November 3rd through 12th, Puerto Rico will host the Annual Conference of the International Sailing Federation (ISAF). This event brings sailing's key decision-makers from around the world together to build the future of the sport. This Annual Conference will be the first in ISAF's history to be held in the Americas.

More than 500 delegates will debate and decide on the issues that shape the future of sailing, ranging from the Olympics and the America's Cup to world championships and regattas held around the globe.

Caribbean sailors can attend the meetings of the committees, and give their recommendations to the Council on the policies and decisions that will affect the world's sailors in the years to come. We urge Caribbean sailors to attend the conference and become involved with the sailing world at its highest levels. The ISAF Annual Conference is also the setting for sailing's most celebrated night of the year: The ISAF Rolex World Sailors of the Year Award. We ask the countries of the Caribbean to join us in welcoming the more than 1,000 people from 130 countries who will be visiting Puerto Rico next November.

For more information visit www.sailing.org.

Upsurge in Interest for Rallies

Enthusiasm for joining sailing rallies continues to grow. World Cruising Club, the world's leading organizer of cruising rallies, recently experienced the busiest January ever for enquiries and entries.

This upsurge in interest follows a highly successful ARC 2010 (Atlantic Rally for Cruisers), which started with 233 yachts, narrowly missing the event record of 234 yachts set in 2007. Entries for the 26th ARC in 2011 have already exceeded 225 and a waiting list for places has been opened. Numbers have been limited to 225 to facilitate berthing in Las Palmas and Rodney Bay.

Meanwhile, World Cruising Club's circumnavigation rally, World ARC, continues to attract interest. The current rally (World ARC 2010-11) is on its final stages with a fleet of 19 yachts sailing towards the finish in St. Lucia this month. World ARC 2012-13 will start from St. Lucia in January 2012, with more than 30 boats joining the rally from the start and more joining from Australia onwards. Current entries hail from 11 countries and include families sailing with children. World ARC circumnavigates via the Panama Canal, the Pacific Islands, Australia, Bali, Mauritius, Reunion, South Africa, St. Helena, Brazil and Grenada. This route is 1,000 nautical miles south of current pirate activity and completely avoids the Red Sea and Horn of Africa.

World Cruising Club USA is now gearing up for the first year of their ownership of the popular Atlantic Cup rally, starting May 1st in Tortola. Participants will see gradual improvements in the events, as they become more visibly part of the World Cruising Club family, including a stronger emphasis on safety and more comprehensive pre-rally activities such as seminars and social events.

For more information see ad on page 12.



ANTIGUA AMAZES



by Liesbet Collaert

"You have to bring your boat in!" the Customs woman demanded from her chair, after we greeted the whole group of officials sitting outside, chatting about their social activities. We had explained we wanted to check into their country. Mark gave her a puzzled look. I realized now why most of the boats anchored in the harbor had fenders out. A sailboat was approaching the Customs dock. There was only one spot available. It was 3:45PM, 15 minutes before Customs and Immigration closed.

In almost three years of Eastern Caribbean cruising aboard our catamaran, *Irie*, there had not been another place where we had to bring our boat to a dock to check in until we arrived at Jolly Harbour, Antigua in late January this year. We mentioned this to the official and asked why this harbor was different. It didn't take long before she got offended and offensive at the same time. She told us it was the law, indicating we must have never checked in elsewhere before, threatening a fine of 10,000 dollars and a jail sentence for obstructing a Customs official. Was that what we wanted? Of course not (gulp!), but... Mark and I have our principles. We don't like dealing with unfriendly people, especially when they gloat with power. I felt totally rejected and couldn't help but say, "Welcome to Antigua!" before we turned around and left in our dinghy. We swore to never again set foot in Jolly Harbour and checked ourselves and *Irie* in at the capital, St. John's the next day.

St. John's Harbour has a few decent anchorages and checking in (by dinghy) proved to be relatively easy, yet a bit time-consuming and inconvenient. The people at Customs and Immigration, next to the cruise ship terminal, were friendly and dealt with most of the paperwork. After a quick visit to town, where the Anglican Cathedral is a dominant and pretty landmark (you can see it from everywhere in the harbor), we stopped at the deep-water dock. This is the container ship dock, but it is possible to tie the dinghy on the eastern side, where the wall is lower. A visit to Port Authority takes care of the cruising permit.

After concluding the officialdom, we brought *Irie* around the corner to Deep Bay, a very attractive harbor to stay in for a bit. There is plenty of space to anchor and the holding is superb. Even in a northwest swell during our visit, it remained comfortable. The ruins of Fort Barrington sit atop the hill at the northern end of the bay. A hike up there takes about ten minutes and offers an amazing view over St. John's Harbour, the lagoon, Deep Bay and the aquamarine sea. In the middle of the bay lies the 100-year old wreck of the *Andes*, the only obstruction to pay attention to when entering Deep Bay. A small part of it sticks above water. Snorkeling the ship's carcass should be worthwhile, but the water is often cloudy (especially on windy days) with no visibility. The beach consists of a pleasant stretch of white sand with plenty of shade under the palm trees near the Royal Antiguan Hotel and its restaurant. During the day, the area gets busy with cruise ship passengers showing up by pirate ship and day-charter catamarans.

Our big adventure for this year's visit to Antigua was to explore its northeast coast. After a couple of hours of motoring into strong headwinds, we reached Long Island and anchored near pretty Jumby Beach. The reefs were easy to avoid. Palm trees mark the shoreline, but the many man-made structures and buildings impose the presence of a big fancy resort on you. Quiet Maiden Island with heaps of shells and interesting snorkeling right off the west side presents a nice alternative to spend the night. An artificial reef of many big cement structures with holes in amazed me on a swim to shore.

Reading about the village of Parham in Chris Doyle's guide stoked our curiosity. We anchored in the flat bay surrounded by mangroves, ugly factories and rusted ships and machinery. Since it was Friday, we decided to check out the nightlife in town, which appeared bigger than we thought. We discovered a modern-looking fishing port, a few streets with simple houses, a handful of small stores and a church and overflowing cemetery on the hill. Nobody was particularly friendly, but one of the kids wanted us to come to his house with him. His mother wanted to see us... When we asked why, he answered: "I want to show her your color." During all our wanderings, we didn't see any other white faces.

—Continued on next page



'Our big adventure for this year's visit to Antigua was to explore its northeast coast'



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Through June 2011

TO THE MEDITERRANEAN			
Martinique	→	Toulon	03/2011
Martinique	→	Toulon	06/2011
Martinique	→	Taranto	06/2011
St. Thomas	→	Palma de Mallorca	04/2011
St. Thomas	→	Toulon	03/2011
TO THE EAST COAST USA			
St. Thomas	→	Newport	05/2011
St. Thomas	→	Port Everglades	04/2011



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The road out of town brought us to a supermarket with a surprisingly decent selection of groceries, even fresh produce, located on a "busy" intersection. Mark and I bought some provisions and a couple of beers and joined the bunch of local guys outside. There we watched and were part of "the scene" until the sun went down. Cars and pedestrians were scrutinized and engaged in conversation. A small stand along the road offered home-made dishes and barbecued meat. For the fee of EC$5 (US$2) for two beers, the local experience couldn't have been more complete!

The place to be on Friday night was Sugar Apple Alley back in town. When we arrived, nobody was there (yet), so we started with drinks and perked up when massive speakers showed up. This was going to be quite the party! When an hour later still nothing happened, other than Antiguans ordering food for take-out, we decided to have an affordable and tasty local meal as well. The bartender and waiters were extremely friendly and accommodating. Dance music was blaring out of the speakers while we enjoyed our barbecued chicken, salad, steamed vegetables and sides of pasta and rice. Before consuming too much alcohol, we made our way back to the dock and *Irie*, this time being greeted by the residents.

Nudging further east while dodging a bunch of reefs, we eyed Great Bird Island. Good light is necessary to reach the outer islands. Even though the built-up shoreline and factories of the mainland were still visible, peace and quiet surrounded us in the anchorage. Not many sailboats venture all the way out here and we only saw one more boat when we arrived. Later on it would get more crowded, but not in a disturbing way. A little bit of swell did make it in, but the anchorages near Rabbit Island were flat as a pancake. The clear, turquoise water is sprinkled with green islands and we couldn't resist the temptation to investigate their surroundings by dinghy. Hell's Gate, a small island with a limestone arch, is a remarkable feature that stands out in the distance.

Great Bird Island is a joy to explore. A short walking trail brings you to the top, where the view is quite amazing, especially in the morning with the sun behind you. Tropicbirds try to chase you off their breeding grounds with shrieking noises and provide a beautiful contrast with the majestic blue sky. Two small beaches offer solitude and bliss outside of day trip hours (10:00AM to 4:00PM) and the snorkeling off shore is not too bad. Mark and I were satisfied with our little weekend excursion east, before returning to our "base" in Deep Bay. Soon, we would move on to our all-time favorite for a few more days of beauty and pristinity, before arriving in our "Port of Business", St. Martin.



Above: Even near hotels, the beaches were not crowded

Left: The author and her fiancé, Mark, find a bit of 'solitude and bliss'

Below: Irie *cleared into Antigua at the colorful capital, St. John's*





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A Downwind Run to the Venezuelan Offshore Islands:

Isla Tortuga, Los Roques and Las Aves

by Devi Sharp

THE Venezuelan offshore islands and Bonaire had been on our "must see" list for a few years and 2010 was our year. This article covers the month-long trip aboard our Island Packet 45, *Arctic Tern*, from the Eastern Caribbean to Bonaire. My husband, Hunter, and I chose to make the trip west during the summer because the winds are lighter and the anchorages in the offshore islands are reported to be much more comfortable in summer. We also wanted to spend the hurricane season in Bonaire and Curaçao.

There are several ways you can approach the trip west. You can just sail directly from some point in the Lesser Antilles to Bonaire. For example the distance between Grenada and Bonaire is 390 nautical miles. If you are sailing from Grenada directly to Bonaire, your rhumb line might take you near Isla Orchilla, which is a military installation where visitors are not welcome.

To break up the trip you can stop at Blanquilla for a few days to rest from the passage from Grenada (170 nautical miles) or wait for better weather. It is a beautiful island and worthy of exploration. You may get checked by the Guardacostas. From there, you can either go directly to Bonaire (223 nautical miles) or stop in Los Roques and Las Aves.

Safety and security is an important consideration since there has been an increase in piracy in coastal Venezuela, especially off the north side of the Paria Peninsula (which does involve these passages), as well as at Isla Margarita and off Los Testigos. In the past few years, however, there have been very few security issues related to Blanquilla, Los Roques and Las Aves. I urge you to do research on current security concerns through your chosen route.

I will tell you about our route and experiences and you can choose what suits you and your crew. We really wanted to explore Isla Tortuga, so our route took us south of the rhumb line between Union Island, in the Grenadines, and Bonaire. Be prepared to be self-sufficient for the duration of your trip in the offshore islands.

Along with our friends Chuck and Barbara Shipley aboard *Tusen Takk II*, Hunter and I on *Arctic Tern* checked out of St. Vincent & the Grenadines for Bonaire, and left Union Island in mid-June and sailed directly to Isla Margarita (210 nautical miles). For security reasons we sailed ten miles west of Los Testigos under the cover of night. In the past few years, pirates have made an organized effort to stop and rob solo boats as they left Los Testigos on the way to Isla Margarita. This has been done in the daylight in the unpopulated area between Los Testigos and Isla Margarita. In this stretch we and *Tusen Takk II* stayed in visual contact with each other. For most of the passages we were not in visual contact because it is difficult for a trawler like *Tusen Takk II* and a sailboat to match speeds and courses.

We spent a week at anchor in Cayo Herradura (Horseshoe Cay), which is a well-protected cay with a nice beach and fishing camps on shore. The fishermen live in shacks on shore and use tenders to fish. The catch is stored on a larger boat with refrigeration and ultimately taken to mainland Venezuela. In Los Roques and Aves the catch is taken to Curaçao for sale. The fishermen came by asking for some kind of *pegamento* (glue) for their tender and maybe some cigarettes, too. In return for some caulk they gave us some fish. We spent our days snorkeling, exploring the little islands, burning our burnable trash and doing boat chores.

Our visit to Isla Tortuga coincided with the holiday celebrating the birthday of Venezuela's national hero, Simon Bolivar, and many Venezuelan families took the opportunity of a long weekend to come to the "Isla". On the Tuesday there were about six non-fishing boats at anchor and by Thursday night there were 125 boats crammed into the anchorage. Most of the Venezuelan boats were tied stern to the beach with a bow anchor. It was a big party; barbecue odors and music filled the air and skimpy swimsuits filled the view. We could be annoyed by a few hundred folks ruining our visit to their island, or just enjoy the event. We enjoyed witnessing a traditional Venezuelan holiday and felt very safe among the families.



Main photo: Hunter and Barb walking across a spit to the lighthouse at Cayo de Agua

Inset: Buddy boats, Arctic Tern *and* Tusen Takk II

We spent two nights in Margarita where we used a taxi to get a quick shopping trip in for last-minute fresh food, plus some some rum and cigarettes for trade with fishermen. We were advised by Juan Baro, the local check-in agent and long-time friend and advisor to cruisers, not to check in because the new check-in process required your paperwork to go to Caracas and the process could take weeks.

We were shocked to see fewer than a dozen boats in the Porlamar anchorage. In June 2008 there were between 70 and 80 cruiser boats here; cruisers have almost abandoned this once very popular cruiser hangout owing to crime and political unrest. We were uneasy and took all precautions to avoid robbery.

The distance between Porlamar and Playa Caldera (the western end of Isla Tortuga) is 86 nautical miles, and you need to plan for a daytime arrival into Isla Tortuga so you can safely negotiate the entrances around the reefs and into the anchorages. We shortened that trip to 64 nautical miles by spending the night anchored at Isla Cubagua.

Isla Tortuga is a low dry island that has beautiful beaches and good snorkeling.

We made a night passage from Cayo Herradura to Cayo de Agua on the western side of Los Roques (110 nautical miles). We sailed downwind wing-and-wing under the full moon with the Southern Cross for company. We arrived at Cayo de Agua with the morning sun behind us, which helped us see the reef as we entered the shelter of the cay.

The problem with visiting Los Roques and spending time there is that you need to get a permit from the National Park office, and in order to get a permit you need to be checked into Venezuela. Once you are checked in, the only way to check out is to either return to Margarita or go to one of the coastal towns of mainland Venezuela, such as Puerto Cabello. We explored the western end of the Roques archipelago and were not visited by the Guardacostas during our eight-day stay. If the Park Rangers or Guardacostas pay you a visit they will give you from one to three days before you must leave. Keep an eye on the weather and stay flexible in your plans.

Los Roques Archipelago National Park was created in 1972 to protect a marine ecosystem of ecological value made up of coral reefs, mangroves, and seagrass beds.

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—*Continued from previous page*

It is not legal to use a speargun, collect conch, or fish with rod and reel, but you can use a handline. We saw several Venezuelan pleasure boats hauling aboard loads of fish with fishing rods.

Cayo de Agua was an important place for Amerindians (1300-1500 AD) and fishermen because of the fresh water they could find or access by digging holes in the ground. As we explored the cay we dodged nesting bridled terns that chased us away from their ground nests. We walked to the lighthouse, which was not operating during our visit but is very picturesque. The lighthouses in Los Roques are red-and-white striped, constructed of fiberglass and are built in sections and assembled on site. The snorkeling was very good and was part of our daily routine. One day Barb and I were out snorkeling and we saw rainbow parrotfish that seemed huge — as large as our fins. We each took off a fin and slowly swam up to the fish and indeed they were fin-sized! Nearby Coral Island, just a small bit of rock poking out of the water, provided a flock of flamingos with foraging habitat and we were able to take a short dinghy trip and get great views and photos of the flamingos. The lone coconut tree on Cayo de Agua provided us with a few fresh coconuts.



Left: Hunter harvesting coconuts on Cayo de Agua

Below: Boobies on the bow of Arctic Tern

Right: Happy fisherman after trade

We spent a few days at Isla Carenero, which is popular with yachts from the mainland. It was a bit buggy and crowded for our taste so we moved onto Dos Mosquises which are two lovely islands with a bit of high ground and white beaches. Amerindians came from the mainland of Venezuela and settled on these islands where they subsisted on fish, conch, lobster and turtles and travelled to Cayo de Agua for their fresh water. The southernmost island has a turtle hatchery and an exhibit of archeological remains. The exhibit was in Spanish and English and very interesting. After ten days we decided to move west to Las Aves.



Islas de las Aves (Bird Islands) comprises two separate archipelagos: Aves de Barlovento (windward) and to the west, Aves de Sotovento (leeward). The passage from the western Roques to Las Aves de Barlovento is 30 nautical miles — a nice daysail.

There is a good reason they are called the bird islands. We were mobbed by boobies and frigate birds as we approached Isla Sur. A young brown booby chased and caught our fishing lure and we had to bring the booby aboard with a net and drape a towel over its head to remove the fishing hook lodged in its wing. Note to self: haul in your lines when you see birds following your boat. Isla Sur is home to nesting red-footed and brown boobies, brown pelicans, a variety of terns, laughing gulls and magnificent frigate birds. It is a noisy place day and night.

Commercial fishing is allowed in Las Aves and there were many fishing boats and fishing camps ashore. We had several offers to trade for fish and lobster; the most requested item was cigarettes. My best trade was a pack of cigarettes for four lobsters. Chuck grilled the lobsters and we had a four-star dinner in the Aves. Our anchorage was protected by a reef with inner concentric rings of reef and the coral was in good shape. On a distressing note we did see a pair of lionfish, which are non-native and invasive. After six days we made the 15-nautical-mile sail to the Aves de Sotovento.

After three days a fishing boat approached us and one of the guys in the boat said that he worked for the Guardacostas and admonished us for not checking in. The



Guardacostas has a station on Isla Larga, but at that time they lacked a boat adequate to reach the more remote parts of the Aves de Sotovento, so they ask you to anchor in front of their station and they will come out to "check you". We promised to move the next day and we anchored in front of their station while they mobilized a small boat with seven men. They were a bit wet from the boat launch, but they were all wearing uniform polo shirts and were very professional and polite about the safety inspection. They asked to see our boat papers and exit papers from our last port of call as well as life jackets, flares and the first aid kit. We offered them a drink of juice and they declined until all business was completed and then inquired about that drink we offered them. We asked what kind of food items they might need and the cook replied that they could use vinegar. I was curious and he replied that it was for making *ceviche* (pickled fish). Since I was the best Spanish speaker in the group I hopped in their boat so I could translate for them during their safety inspection of *Tusen Takk II*. We learned that the best thing to do is to hail the Guardacostas on VHF 16 and let them know you are planning to pay them a visit in front of their station. You might find someone who speaks English, but I have been told they are pretty good at getting through the whole process without a common language.

We were 30 days out from Chatham Bay and suddenly we were all eager to get to Bonaire. We still had some fresh food — okay, the food was not really that fresh and there was not much of it, but we could have gone another week or so without eating exclusively out of cans, jars and dried food. We also knew our g-mail inbox was full of messages. Using our satellite phones we were able to get weather and keep in touch with our families.

As we sailed the 33 nautical miles to Bonaire, Hunter and I talked about pizza and scuba diving. We arrived late in the afternoon and checked in with Customs and Immigration, which are co-located at the Customs office. After dumping 27 days' worth of non-burnable trash we found our pizza and settled into our new home for another six weeks.

Next month I'll tell you about our experiences in Bonaire and Curaçao and the passage back to the Eastern Caribbean.

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(Mis)Adventures in Colombia

Part One:

FIRE ABOARD

by Luis Blondet

Aboard my 1985 Tayana 37, *S/V Coqui*, I left Aruba on December 18th, 2009, bound for Colombia. During the passage, the engine developed a slight vibration that became more pronounced. After brief stops at Cabo de Vela and Guayraca Bay, I anchored in Rodadero Bay (11°12.27N 74°13.70W), a popular recreation area for Colombians.

Although a free guide to Colombia states that it is okay to anchor in Rodadero for a few days, a Coast Guard vessel came by to say that I had 24 hours to depart. I informed the captain that I had mechanical problems and needed to stay for repairs. He advised me that he would contact the Port Captain's office and let them know about my situation so I could do the paperwork required to remain in Rodadero for more than 24 hours.

The next day, which happened to be Christmas, the Port Captain's office called on VHF to tell me to be on the beach with passport and boat papers to do an official entry into Colombia and provide details of the mechanical condition of the boat so they could allow me to stay. I took the dinghy ashore and met with a marine agent (required by the Port Captain's office to represent me before Colombian government offices), an Immigration agent, and the Port Captain's office representative. We sat at a table on the beach under an umbrella, sipping beer, and did all of the paperwork. There were no fees from Immigration (DAS) or the Port Captain's office but there was a charge of 200,000 pesos (US$100) from the marine agent for his services, which I was hard pressed to understand, as he did nothing. He also informed me that he charges a monthly fee of 150,000 pesos (US$75) to be my representative before the various Colombian agencies I would deal with.

All of the entrance paperwork was completed at around 1700 hours. I returned to the dinghy and looked towards *Coqui* and saw some dark smoke. At first I thought the smoke was coming from the exhaust of one of several larger local vessels nearby. However, as I neared *Coqui* I saw greater amounts of smoke coming from the cockpit area. By the time I arrived at the boat, flames were shooting out of the companionway. Shortly after I got aboard several men from local fishing vessels came aboard armed with fire extinguishers and buckets. I opened the butterfly hatch amidships and black smoke billowed out. Same thing when I opened the hatch over the V-berth. It was very hard to determine where the actual fire was because of the thick black smoke, so water and fire extinguishers were being emptied everywhere into the boat. During the effort to put out the fire, a water pump was borrowed from the local marina and lots of water was pumped into the lockers in the cockpit.

It took a couple of hours to fully extinguish the fire to the satisfaction of the firemen who had come aboard. Afterwards I counted 15 large fire extinguishers strewn about and a large bucket still full of sand. There was smoke, water and extinguisher residue covering every surface below decks. Everything on the navigation table (laptop, cell phone, camera, GPS, logbook, etcetera) was damaged beyond repair. The ceiling was charred black from the companionway to the V-berth. Everything in the starboard cockpit locker and in the wet locker forward of it was fully consumed by the flames. Eventually, it was determined that the fire had started in the wet locker.



A fire started below while the single-handed skipper was ashore clearing in

After the boat was secured for the night, I asked an Inspector from the Port Captain's staff if he could help me find a place to stay. This was high season in Rodadero and there was not a room to be found at any price, anywhere. The Inspector told he had made arrangements for me to stay at his house for as long as I needed to get things settled with the boat.

I contacted my insurance agency a day or so later. They sent me a claim form with instructions, which took about four hours to complete. I sent it in, with pictures of the damage, during the first week of January.

—Continued on page 45





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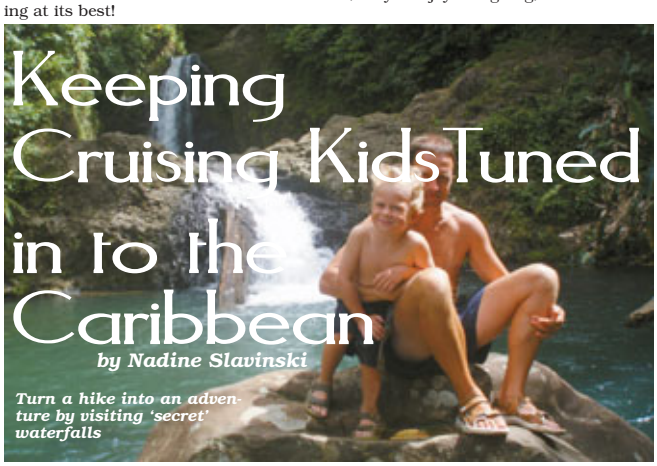
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WE take our children cruising to show them a new part of the world and to enjoy a wonderful lifestyle in step with nature. Doing so gives your kids an adventure that few of their peers will ever enjoy. However, if you want your children to come away from the experience with new knowledge or a new perspective, then you should conscientiously cultivate an approach that will tune them in to the Caribbean. Leave the DVDs and Game Boys at home, or at least in the bunk; these will only isolate your children from their surroundings. Use activities like the ones described here to actively explore, observe, and critically examine details that might otherwise have gone unnoticed. Schoolchildren often complain that their lessons aren't related to real life — but on a boat in the Caribbean, they'll enjoy intriguing, real-life learning at its best!



Keeping Cruising Kids Tuned in to the Caribbean

by Nadine Slavinski

Turn a hike into an adventure by visiting 'secret' waterfalls

You can start over breakfast. Where did the milk come from? What about the cereal or the syrup? Just think about it for a moment. Those of us hailing from North America give little thought to such things: the cows are out somewhere in the countryside, and the milk is trucked over to my town, right? But what about the Caribbean, with its scattered islands and proud but tiny nations? Surely little Canouan, for example, does not produce every item on the store shelves! So where do the supplies come from? And what are the implications of off-island trade?

Read grocery labels to establish the origin of each item. I was surprised to find, for example, that milk in one of Antigua's large supermarkets was imported from Florida! Yoghurt in St. Vincent came from Martinique; Grenada seems to be the regional producer of baking flour. Trinidad, on the other hand, has the distinction of being the Caribbean's "local" producer of toilet paper! Sugar is another interesting item: while refined sugar is often available at exorbitant prices, natural brown sugar is much cheaper — just the opposite of the situation in a North American or European town.

There are several things you can do with this information. The first is to turn it into a geography lesson. Pull out a map and "chart" your breakfast, so to speak! This will illustrate the point well. Second, discuss the implications. Some cruisers complain about the high price of goods in the Caribbean, but there is a good reason for that. How do goods reach store shelves? Why does that make the price go up? How dependent are islanders on outside goods? What is locally produced? What are local specialties? Of course, you could focus an entire college course on this topic, but even children can begin to explore it. In doing so, they will become critical thinkers, questioning and researching the world around them instead of barely taking notice.

Next step: take a field trip to an island supermarket. Better yet, to two: one large supermarket and one small corner shop. Come supplied with a list of items you usually use and research where each comes from: bread, toothpaste, fruit, etcetera. Compare results between the two stores: does the corner store offer more local products than the supermarket? Don't be shy: ask the small shopowner questions about where his or her products come from and how deliveries work. This exercise accomplishes several things: it will open children's eyes to the realities of commerce on island communities and have them appreciate why their favorite brand of chips might not be on offer everywhere. Environmentally conscious sailors understand the importance of buying locally — another theme you can tie in to. What are the environmental costs of shipping milk to Antigua? What does a locally produced meal on Guadeloupe consist of? Try cooking one up!

This leads smoothly to another interesting theme: money. In the Eastern Caribbean, you will come across the colorful EC dollar on English-speaking islands as well as the Euro on French islands. It can be fun to study money in detail, both coins and bills. Currency can reveal a lot of information: important people (contemporary or historic), sights, valued cultural icons and symbols. Among other images, you will find Queen Elizabeth, Nobel Prize-winner Sir Arthur Lewis, Brimstone Hill Fortress, sea turtles, and nutmeg on EC bills. This study can lead in several different directions. You can again pull out the map and locate featured sites — are any close enough to visit? Then research the people: Who was Sir Arthur Lewis? Why the British Queen? How do the themes on the local currency compare with those from your home country? What does the choice of decoration reveal about cultural values?

Currency also lends itself well to mathematical exercises for conversion rates. If EC$2.70 equals US$1, how much makes US$10? How many US dollars is EC$100? You can also convert EC dollars to Euros, Euros to US dollars, and so on. Young children can work with coins and parts of one hundred. Then turn to real-life examples, such as postage and stamps, another promising topic. How much does it cost to send a postcard home from St. Vincent and how does this compare to Martinique? If you had to do a mass mailing, which postal system would you use to save money? Children might also enjoy starting a stamp collection: stamps can be used to decorate a journal or to create a postage-stamp map of the Caribbean, island by island, country by country.

Another interesting activity is a comparative treasure hunt of mailboxes. Yes, mail boxes. While modern, utilitarian mailboxes abound, you can also find a number of special models. The Commonwealth countries usually have red boxes with a fancy *ER* imprinted on them (*Elizabeth Regina* or Queen Elizabeth), and a few even have vintage *GR* boxes from the time of her father, King George VI. In this way, clues to local history can be revealed. Kids can make a rubbing or take a picture of such "collector's items."

—Continued on next page

—Continued from previous page

On a completely different note, make sure to expose your children to the spectacular natural beauty of the Caribbean. Don't limit yourself to the coast and beaches: visit a rainforest, botanical garden, or one of the many stunning waterfalls the islands boast. Bring a notebook and camera to record what you see, and assign specific "targets" for each child to observe and describe. What types of bird can you see? How big are the lizards? Are they camouflaged? What was the animal doing (foraging, resting, moving)? How exactly do vines cling? What patterns can you find within a flower? Making specific observations helps children focus and remember rich details they would otherwise have missed if simply looking at the general view.

One good place for an excursion into a nature preserve is the Indian River in Dominica, where a trained guide will point out hard-to-spot animals and interesting vegetation, answering questions along the way. Make sure you tell your guide what you are after so that his keen eyes and local knowledge will complement your children's research. The Indian River is a wonderful destination because it feels adventurous and even young children can participate.

Let's face it: long hikes are rarely inspiring for children. However, you can turn a hike into an adventure by having a clear goal: reaching a "secret" waterfall or mysterious rock carvings. The same idea can be applied to the underwater world. Don't just jump in and look randomly: snorkel with a specific purpose. For example, study the movement of stingrays along a sandy bottom. Which way do their "wings" move when they swim and when they settle on the bottom? If you spot a turtle, study its movements from a distance. Where is it looking for food? What is it eating? Doing so may not turn your child into the next Jacques Cousteau, but it will cement the experience all the more firmly into his or her young mind.

At some point, take the time for an art project. Just sit down in front of a lovely view (take your pick – there's no shortage!) or concentrate on one small object, like a shell or a flower, and draw. The idea is not to create a masterpiece but rather to take the time to carefully observe shapes, contours, and the interplay of color. You can use crayons, pencils, watercolors — anything. Your perspective might be way off, or the outcome more abstract than intended, but the important thing is the process, not the product. Be a good role model and make your own artwork. The peace and reflection that art carries with it will bring you a little step closer to your subject matter. And who knows — you might just end up with a beautiful keepsake.



Snorkel with a specific objective in mind: study stingrays or turtles

Last but not least, get out and talk to local people. Share beach toys with local children and start up a friendly exchange. We had many fascinating and eye-opening conversations with friendly people throughout the Caribbean. Travelling with a child and as a child opens doors. Many local people are more than happy to talk about life in their corner of the Caribbean with a curious, friendly, and genuinely interested visitor. Older children interested in a particular topic can even set up an interview. All you have to do is ask! "I am doing a project on groceries in the Caribbean. May I ask you a few questions?" You will find people pleased to be asked, and more than willing to devote their attention to your inquiries.

Vendors can be excellent conversationalists, as long as you find them at a quiet moment. A talkative female vendor, if you find one, can be a goldmine of information! We found such women to be justifiably proud of their small but successful enterprises and full of mesmerizing stories. Who knows what turns your conversations may take? Children can collect information about sports, hobbies, or school life on their host island. They are likely to uncover a number of differences from their home systems, but also many similarities (recess, for starters, is bound to be a universal favorite).

Children can simply eavesdrop on their parents' conversations, or prepare a few questions and start with someone in the tourism industry. Service providers such as "boat boys" are often happy to relate their personal stories: how they got started, how they worked their way up from surfboard to outboard, what they do in the off-season, etcetera. Older people will proudly relate their memories of the day their home island went from colony to independence, another promising topic for discussion. Whatever you do, don't isolate your children from the local population, especially when a singular opportunity presents itself.

To preserve all these experiences, have your child keep a journal. Just a few sentences written on a regular basis will do. This helps children review and reflect on the day. Without a journal, your child will collect a string of pleasant but vague memories. With a journal, the chances of putting together pieces of an interlocking puzzle with sharper focus increase. Your children will come away with new knowledge, new questions, and new perspectives on their lives back home. You might even encourage your children to see themselves as travel writers reporting on the Caribbean; they can produce *A Kid's Guide to St. Lucia*, or write a fictional story set in the Caribbean, filling the background with details they have observed and characters they have met.

These suggested activities are all mini-adventures, not chores. Get out and get close; open yourself to the unfamiliar and the unexpected. Any of these activities could be the subject of a more extensive study; adapt the tips provided to your child's developmental level and your family's commitment to on-board education, be it casual or more formal. Leading your children through inquiries like the ones described here can also foster a sense of family accomplishment that lingers long after your time in the Caribbean comes to a bittersweet end.

Nadine Slavinski is the author of Lesson Plans Ahoy! Hands-On Learning for Sailing Children and Home Schooling Sailors. *Visit her website, www.sailkidsed.net, for many more educational things to do aboard.*

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BARNACLE-BOUND IN CARTAGENA

by Ann Westergard

A dirty little secret of Cartagena is the foulness of the water in the harbor: not (generally) in the oily, trashy sense, but in being a 'hot' primordial broth of barnacle larvae and barnacle food (zooplankton and algae). It's February. We've been here for 47 days; came with a fresh clean bottom painted in November, and now look.

In the first two weeks we wondered what the fuss was about. In the third week things began to happen, but were easy to dismiss. In the fourth week we began to get alarmed. As the barnacles grew we could actually hear the changes. Wavelets striking the side began to make a sleety, sizzly sound, like surf departing a rocky beach. Drainage through the galley sink slowed, and the marine toilet began making sucking noises through the sink. We had coated the prop and shaft with lanolin, but that wasn't working any more (if it ever had), as we found when we had to actually move the boat. How the ships of yore ever managed to keep up with the problem I can't imagine. Careening and diving are limited options and even rocket scientists haven't succeeded at prevention.

The mini-economy at the Club Naútico of Cartagena provided a local specialist to deal with the issue. You want your bottom cleaned? Alberto is the man. He came out to the boat in the anchorage with mask, fins, snorkel, two scrapers, and a screwdriver, no scuba tank. An hour or so later, the bottom was clean again.

Long-term residents of the Club Naútico and anchorage have Alberto do their bottoms every three weeks. Longer than that, he says, and the biggest barnacles get their teeth into the bottom paint; then they take the paint with them when they go. Use a scraper (Alberto uses an eight-inch drywall blade, just as we do), not a brush, or after three or four times there will be no bottom paint left. To clean the anchor chain, don't poke at every link or you'll be there for hours. Rather, use the snubber to make a slack catenary and rub handfuls of chain links with themselves to knock off the barnacles. The screwdriver is for the through-hulls.

Over drinks at happy hour, someone commented that barnacles were attracted to places where barnacles had already been. The siren scent of barnacle balm? Intrigued by the thought I looked it up, and of course it's sort of true. There's a hatching pheromone triggered by algal blooms, which causes dormant eggs to be released to form free-swimming larvae. And there's the dread 'settlement pheromone', which attracts other barnacles into the range of the 'highly extensible' pseudo-penis that every hermaphroditic barnacle possesses. Yes, one barnacle can reproduce itself, but usually the male stage comes first.

However, where there's a pheromone, there's the potential for a targeted anti-pheromone, and it appears that current barnacle-busting hopes are pinned to a chemical, medetomidine, that turns the settlement receptors into a 'don't settle here' sign. Barnacles do go where barnacles have been, because they like the surface, so other researchers are trying to design textured barnacle-repelling bottoms for ships. Charles Darwin wrote one of the definitive papers about barnacles, but because of the enormous economic implications for world shipping, there is still a lot of research in the area. Barnacles are positively charismatic compared to, say, *Archaeocyatha*, a fossilized, extinct tropical sponge. Maybe I've missed my calling (again).

Barnacles are crustaceans, related to crabs and lobster, not mollusks. They attach with their antenna, using a 'cement gland' and stay put (sessile) for the rest of their lives, which can be three to five years. They gather passing nutrients with their feet. Had we cared to measure, we could have analyzed more stringently the nature of the harbor water; barnacles can serve as biomarkers because of the amounts of toxic metals they can absorb.

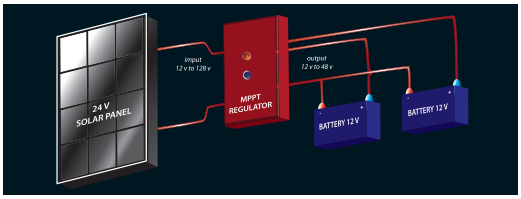
Had enough of barnacles? Me too! In fact, when I was maybe ten, a small red dinghy and I spent a miserable winter weekend together at the top end of a boat shed, with a three-cornered paint scraper and a sheet of sandpaper. My orders were to "make that bottom clean". I've just met folks on another boat who pull up and scrub their anchor chain every three days. It's a nuisance to be sure, but it's better than arguing with a barnacle.



Only three months after a haul-out, and some four weeks in Cartagena, Colombia, the waterline and bottom were encrusted with barnacles

Wikipedia, and the Environmental Physiology of Animals *by Wilmer and Stone were consulted in this gross oversimplification of the life of barnacles. Another interesting website is http://www.fathom.com/feature/121900/index.html.*

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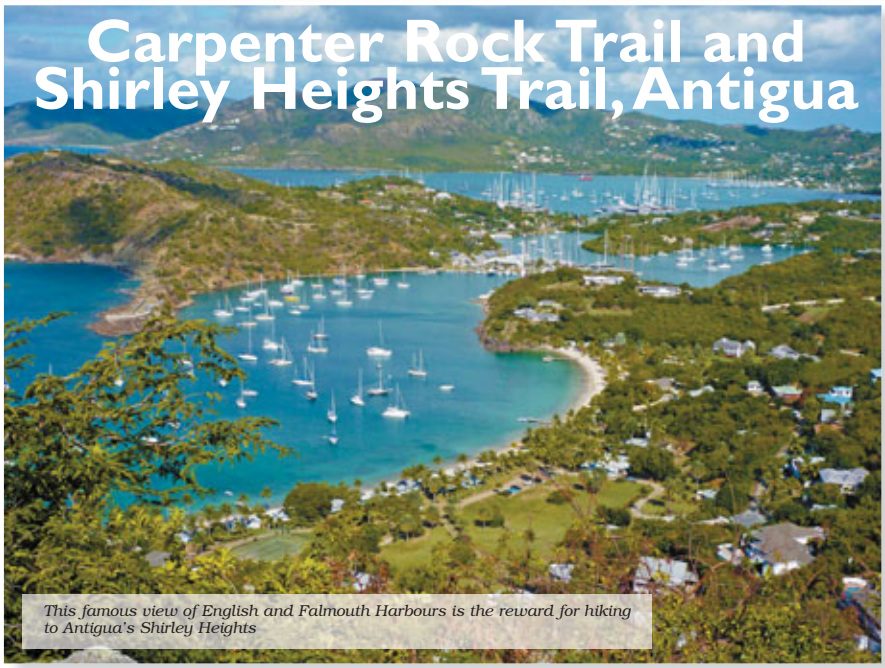
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SAILORS' HIKES BY CHRIS DOYLE

Carpenter Rock Trail and Shirley Heights Trail, Antigua



This famous view of English and Falmouth Harbours is the reward for hiking to Antigua's Shirley Heights

Great hiking trails have been well blazed around English and Falmouth Harbours in Antigua. Carpenter Rock and Shirley Heights can be combined as a pleasant one-and-a-half hour hike with spectacular views. The trail is for most part easy walking, though there are places where you have to rock hop and scramble, which makes me rate it "easy to moderate".

The Carpenter Rock trail alone is a mile, mainly uphill. It can be achieved comfortably in an hour, which gives time for taking pictures and exploring the rocky shore.

Leave the dinghy on the Galleon Beach dock in Freeman Bay. Walk back to the road and turn right. Continue to the end of the road where you find a barrier with a big "no parking" sign on it. Pass this and continue along the path. Follow its gentle uphill rise until, near the top, you'll see some steps leading up to the left which take you to an observation platform used to start and finish sailing races. From here there is a good view back over English Harbour and if anyone is leaving under sail you are in a position to get a perfect photo of them.

The path continues upwards from this platform and leads you high along the cliffs amid century plants and cactus, mainly Turk's Head. The path dips back down towards the shore and you can take the brief detour onto the rocky shoreline at Carpenter Rock to examine the tide pools. There is a little bit of rock climbing and hopping in this section.

The uphill climb from here is moderate at first, through a grassy field of very tall milkweed plants. These survivors have managed to grow large enough to deter goats, who can be poisoned by eating enough of this plant, though they can manage small doses. The top of this slope affords a good view back down the coast. The path now turns more uphill and becomes much steeper, carrying you towards the height of land amid rocky outcroppings. You eventually reach the road.

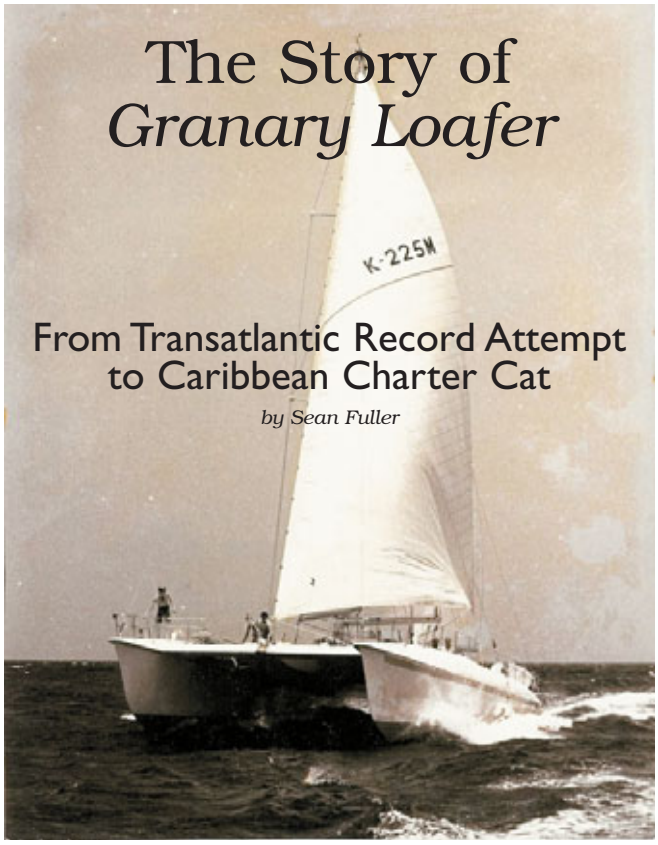
Unless you have done it before, I strongly recommend returning via the Shirley Heights trail, though it should be noted you have a choice. When you reach the road, another trail starts on the other side of the road. This is the Jones Valley trail, and it takes you down to the remains of an old cistern in an often-dry riverbed, and then follows this bed back down to Freeman Bay. However, for the more dramatic Shirley Heights trail, turn left on the road and walk up to Shirley Heights where you will get magnificent views of English and Falmouth Harbours. You can also buy a drink here, to help you on your way.

After you have spent a while enjoying the view, walk downhill to the bottom of the Shirley Heights grounds and you will find the path. This is quite steep, but generally shady amid dry woods. There is one rocky place where you have to scramble, which also gives some good views. When you get to the road turn left and you will find yourself back at your dinghy.

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The Story of *Granary Loafer*



From Transatlantic Record Attempt to Caribbean Charter Cat

by Sean Fuller

IN 1977 there were few large multihulls and the concept was relatively new. In that year the late Roger Fuller, owner of Granary International bakeries, was approached by intrepid yachtswoman and explorer Rosie Swale to sponsor a 70-foot catamaran that she and her husband Colin were building in Southampton, England. They had already received some funding but desperately needed more. To date only the hulls had been moulded. On completion it was proposed that the boat take part in the forthcoming Whitbread Round the World Race.

After some negotiation, it was agreed that Roger would buy the boat for a nominal sum, undertake to finance its completion, and make it available for long-distance racing including an attempt at the transatlantic record. (As it turned out, multihulls were excluded from the Whitbread Round the World Race.) It was to be christened *Granary Loafer*, as a vehicle for promoting granary wholemeal bread, and completed under the direction of the pioneer catamaran designer and builder Bill O'Brien.

With long-distance racing in mind, it was decided that the boat must be insured. There had been a series of accidents with multihulls, including some loss of life, because of the steep learning curve with cats. The insurers insisted the yacht be built under Lloyds supervision. The whole structure, including the large hulls, had to be reinforced with a foam lining.

It turned out, for reasons that would become apparent later, that despite all the extra expense a vital part of the structure was overlooked.

After much delay the yacht was finally ready for launching in February 1979. Unfortunately Rosie, who had been the driving force behind the enterprise, had fallen out with husband Colin and decided to leave — a foretaste of problems to come. Roger was taken up with other matters so it was decided that Colin would sail the yacht from the UK to Madeira, with suitable crew and also his children, Jimmy and Eve.

After sea trials, they left on March 6th for Madeira, a distance of some 1,300 miles. They headed west along the English Channel in strong winds, which gradually increased. By Day Three the wind speed had reached 60 knots. Approaching the entrance to Funchal, Madeira the wind was blowing Force 10. The outboard engines, mounted on the transoms, had been repeatedly immersed. Only one would start, but it was impossible to motor into port. Shortly afterwards the starboard rudder suddenly snapped off. A Portuguese harbour pilot was hailed over and towed them into port.

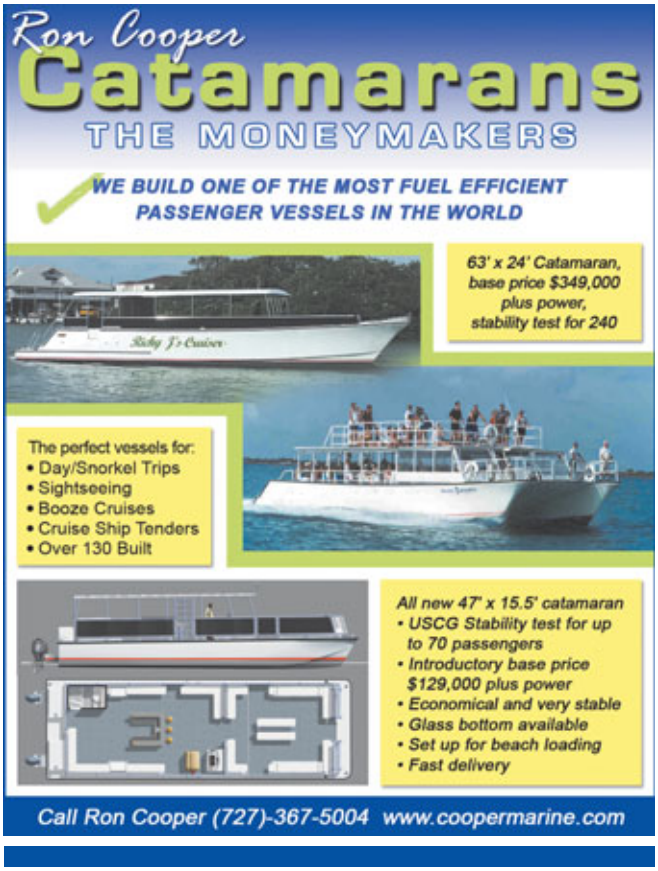
As well as the outboards needing attention, there was damage to the steering system and the sails, and leaking hatches to repair while in Madeira. A survey showed that the rudderstocks needed replacing with solid stainless, but this could not be done in Madeira and therefore not all repairs were done professionally.

Roger joined the boat in Madeira, they prepared as best they could and set sail for Tenerife where they arrived after a few days.

Tenerife to Barbados

In Tenerife, they did further preparations for the Atlantic crossing, including provisioning. They were finally ready to start in early May. Time was limited owing to the oncoming hurricane season. The boat performed well as they headed south and the winds got stronger. They sailed under spinnaker but found that the speed of the boat tended to collapse the spinnaker, which was rigged between the hulls. It was only possible to fly it during the day.

—Continued on next page



MERIDIAN PASSAGE OF THE MOON

APRIL & MAY 2011

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

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

April

DATE	TIME
1	1029
2	1110
3	1151
4	1234 (new)
5	1318
6	1404
7	1455
8	1557
9	1640
10	1733
11	1837
12	1919
13	2014
14	2104
15	2156
16	2250
17	2346
18	0000 (full)
19	0045
20	0145
21	0245
22	0344
23	0440
24	0522
25	0620
26	0705
27	0747
28	0828
29	0909
30	0950

May

DATE	TIME
1	1032
2	1116 (new)
3	1203
4	1252
5	1343
6	1436
7	1529
8	1622
9	1714
10	1805
11	1856
12	1946
13	2037
14	2131
15	2227
16	2326
17	0000 (full)
18	0046
19	0127
20	0226
21	0321
22	0412
23	0459
24	0543
25	0625
26	0706
27	0747
28	0826
29	0912
30	0957
31	1046

—*Continued from previous page*

Approximately 1,500 miles from Tenerife with a strong northwesterly breeze, the *Loafer* was doing 20 knots when Colin's daughter Eve, ten years old at the time, spotted some orange wreckage drifting behind which she remarked on to her father. Sometime later, one of the crew decided to take a photo of the hull coming out of the water. To his horror, he announced that there was no skeg or rudder on the starboard hull. So that was what the young girl saw! Fortunately the boat steered perfectly with only one rudder working, but for how long? It was ascertained that the large skeg was only held on by three coach bolts.

Roger and Colin's concern was that now they only had the port rudder and in anything of a blow, this would probably fail, too, and leave them without steerage. To add to their problems, a few hours later they heard from the local forecast that a tropical storm was on the way. Together with one of the crew, a lawyer named Nicholson, they studied the situation and worked out that if they could keep an average speed of 15 knots they should be able to keep ahead of the storm. The problem was retaining this speed without too much strain on the steering gear.

Fortunately the weather gradually improved as they reached the tradewinds and warmer weather, and the rest of the trip was relatively uneventful.

Barbados

After 13 days of downwind sailing, they reached Barbados.

Roger contacted his Granary agent for Barbados and arranged for him to collect the ten kilos of Granary flakes they had brought from England. Stowed up forward, the baking ingredients had survived the voyage in good shape. The baker got in touch with his friend, Prime Minister Errol Barrow, who was a keen sailor, to invite him for a sail.

The only problem was a fear that if they took the Prime Minister out, the port rudder might finally pack up! However, the skipper decided to chance it and keep the speed down to 15 knots. Fortunately all went well. The Prime Minister took the helm and thoroughly enjoyed himself. This resulted in some useful publicity for Granary in the local news media.

After a week in Barbados, they decided to head for St. Maarten as it was important to find somewhere that had the facilities to reconstruct the two rudders and skegs. In this island there was a well-known builder of large, attractive and fast cats, Peter Spronk.

St. Maarten

The crew sailed *Granary Loafer* into the lagoon at St. Maarten and decided to beach her. The port rudder and skeg promptly fell off!

Peter Spronk was consulted about rebuilding the rudders but would not undertake the work himself as his cats were of totally different design from the *Loafer*, being slim and sleek and clinker-built of wood. He did, however, help Roger and Clive to find a shipwright, but this took some months to organize. By this time Eric Tabarly had beaten the transatlantic record, completing the crossing in just ten days.

The shipwright they employed in St. Maarten proved to be a great asset. Since the yacht would steer quite happily with one skeg and rudder, it was decided to reduce the size of the skegs and rudders by half. At the same time, instead of just attaching the skegs to the hulls, they were taken right through and fully reinforced inside the hulls. Never again would they have problems with the steering gear; the big weakness in the structure of the cat had been resolved.

The owner decided to take a leaf out of the Spronk design on the siting of the outboards, which were fitted on the crossbeam rather than the hulls, thus overcoming to a large extent the problem of the outboards getting swamped in a sea.

The question now was what to do with the catamaran. It was decided against tackling the transatlantic record and chartering or day chartering had to be considered.

Grenada

In 1981, Roger Fuller had a call from Bruce Cameron, who had worked with The Moorings charter company. He expressed interest in using the yacht in Grenada for day charters. It would be operated by a local skipper he knew by the name of Alston de Roche, who he felt was capable of arranging the charters. It would be a joint venture with the profits being split.



Originally intended as an ocean racer, the former Granary Loafer *enjoyed life as a day-charter cat in St. George's, Grenada*

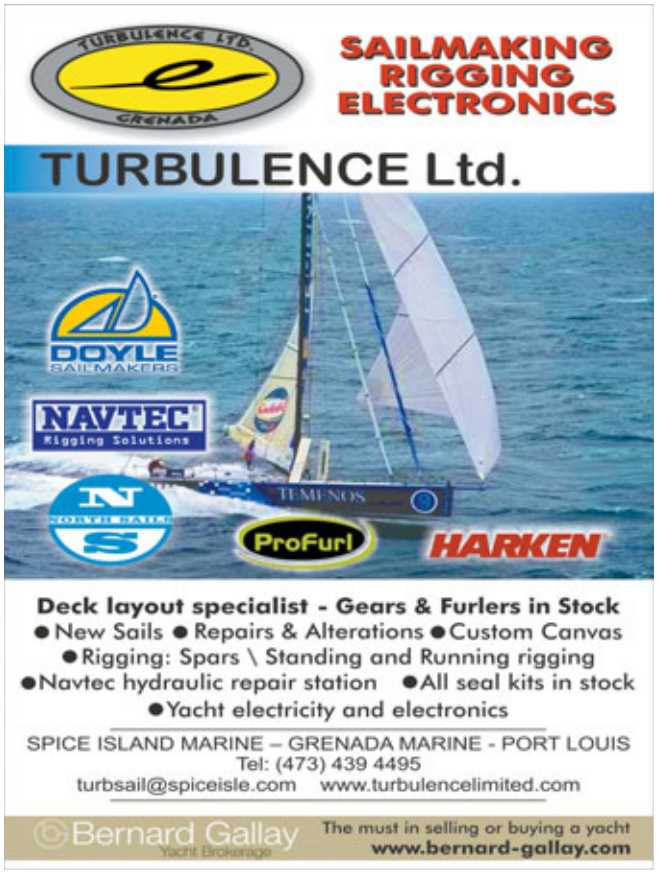
It was thought to be a good proposition so it was agreed to make certain additions necessary for day chartering, such as fitting an awning to cover the boat and installing seating along the deck sides. The boat was delivered to St. George's, Grenada.

Alston built up a clientele from cruise ships, etcetera, and the boat's name was shortened to *Loafer*. The figure of a man leaning against the letter L was painted on one hull, and that of a woman in the same pose on the other side of the boat. After four years of day chartering, in 1985 the yacht was taken from Grenada to Bequia by local skipper Garnet Williams, who looked after her. For many years she was based in Admiralty Bay, Bequia.

As well as replacing various missing fittings, a lot of work was required on repairs to the deck. After a year or so, *Loafer* was once again in good order and she was put up for sale. Eventually she was sold to a realtor in Antigua.

Does anyone know where *Loafer* is now?





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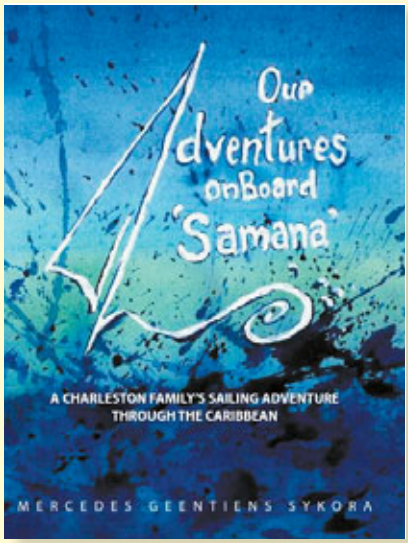
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A FIRST CRUISING JOURNAL

Our Adventures Onboard Samana: A Charleston Family's Sailing Adventure Through the Caribbean *by Mercedes Geentiens Sykora,* Create Space © 2010. Color photos. ISBN 145373189X.

Life-long dinghy sailor Mercedes Sykora took a sabbatical from 2003 to 2006 and sailed from South Carolina through the Bahamas and down the Caribbean island chain to Grenada and back, with her husband, Ron, and two children, Steffi (10) and Chris (12), and Spicey the cat, aboard their Jeanneau 50, *Samana*.



Along the way she kept a journal and turned it into a book, and thus we receive a factual log-type account. We learn in a place-by-place (lats and longs included) format many details of where the family went and what they did there. Foodies' appetites will be whetted by accounts of dinner menus aboard and meals ashore, and those smitten with cruising's "hunter and gatherer" opportunities will approve of the conch and lobster body counts. The tale of riding out Hurricane Emily in Carriacou is the dramatic highlight of the book.

Although we learn a lot about the cruise — weather, errands, friendships, mishaps, and the particular fun of family spearfishing expeditions and knee-boarding sessions — I couldn't help but feel that we were missing a richer level of interior life that surely must have been there. (Perhaps Mercedes, trained as a visual artist rather than a writer, expresses her emotions in her paintings. The book's cover is her work.) For example, we are told that after an initial Bahamas cruise, Ron decides to sell the boat. It's left in Ft. Lauderdale and they return home. Then, without explanation, we are told that they have reclaimed the boat, sold their house and cars, and are heading out on a two-year Eastern Caribbean cruise! We're left dying to know what changed Ron's mind. And if the author or any of her family experienced a real "sea change" as a result of sharing their many months of island hopping together, we are left to glean it from tiny hints. Mercedes tantalizes us by mentioning (in three sentences) that toward the end of their adventure, she lay on a Bahamian beach and reflected on the trip: how what they had done together as a family had brought them all closer. Would that she had elaborated on this theme throughout!

Nevertheless, for those planning a similar cruise, this easy-to-read book will be of interest as it provides a lively set of footsteps to follow, and enthusiasm for the cruising life shines through. Mercedes says she's ready to go cruising again, and we hope she does. *Our Adventures Onboard Samana* would be a perfect outline for a deeper story that hasn't been written yet.

This book is available as a paperback or an e-book from Amazon.com.

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WHEN TITANS CLASHED

by William Pringle

Well, maybe not physical Titans, as they were (and are) only maybe five-foot-eight, but emerging sailing literary icons at the naissance of their writing careers, already with plenty of miles under the keel, and both were (and are) — there's only one word for it — belligerent. Ambitious, and extremely talented, each chose their own style of both sailing and writing, and became hugely successful at both in succeeding years, and are widely read and admired to this day, with dozens of books between them, and scores of magazine articles and stories published. This is the story of when they first met, in Grenada at the old GYS dock, circa 1972.

Grenada Yacht Services was in its heyday; situated in the Lagoon, a short dinghy ride to St. George's and the market; it boasted a thousand feet of dock space, and it was the southern hub of the crewed charter business in the Caribbean. It also was the stopover place for cruisers heading to the Panama Canal or to Brazil and South Africa, so it was usually packed with boats tied up stern-to, and since the dock was F-shaped, with a finger coming down from the top of the F, it meant that those inside had to navigate a narrow channel, and their anchors were closely spaced together. At the shore end of the dock was a screw lift, a ramshackle set of concrete buildings that included a chandlery, wood shop, machine shop, radio repair shop, 200-ton synchrolift, and the Patio Bar, which was a semi-enclosed, well-attended watering hole that served killer rum punches and the local Carib beer. It was there that everyone repaired to refresh themselves after a hot day's work: cruisers, charter captains and crew, local workers, fishermen, government officials, taxi drivers — all went there. It was a fairly large area, with 20 or so white-painted metal tables, a long mahogany bar, and a waist-high circling wall upon which to sit.

My boat, the 60-foot English cutter *Clover*, was stern-to the outside of the F, when a somewhat nondescript smallish ketch anchored stern-to on the inside, opposite to us on the dock. It was a fun half hour for us to watch the backing and filling, swearing, yelling, picking up and re-dropping of anchors, and we manned the dock, took lines, and offered unsolicited advice to the short-bearded flustered singlehander with the arcane accent. He was grumpy — embarrassed we figured — so we retired to *Clover* for another rum.

The boat's name was *Banjo*. His name was Arthur (soon to be Tristan) Jones, and we were to be neighbors for several months. He was quite standoffish, no invites to come on board and have a drink, and refusing mine to do the same. Working nonstop on his boat every day, he didn't socialize with the yachties very much, preferring to get hammered (which he did every night) alone, and then lapse into Welsh, which made any communication impossible. Most people left him alone.

One afternoon, my crew and I were frantically working on the Crocker cutter *Laocoon*, which was anchored in the lagoon off the end of the dock. We were getting her ready for the Petit St. Vincent Race, always held in late November, and now only a few days away, putting up a bowsprit, bobstay, jib stay, Samson post, new sails, etcetera, when Don Street Jr. sailed in on *Iolaire* and anchored just outside of us. Friends (he was my insurance agent also), we waved to each other (I was at the masthead, noosing the new jib stay), as he rowed to the end of the dock, tied up, and walked down to the Patio Bar. We finished getting the bowsprit out and rigged, and were there ourselves in an hour or two. Don was the author of *The Cruising Guide to the Lesser Antilles* that everyone used, and was about to publish *The Ocean Sailing Yacht*. He was The Man in Grenada at the time, lived there, and was a founding member of the Grenada Yacht Club (he persuaded me, a 27-year-old American hippie, to join it too).

When we arrived at the Patio Bar, Don and Tristan were deep in conversation at one of the small tables, and we paid them no attention, but as the row of empty Heineken bottles grew on their table (not QUITE empty; Don always left a half-inch at the bottom), their voices grew louder, and their opinions more didactic. It became impossible to ignore the fact that they were arguing about… mizzens! When we left for dinner they were almost shouting at each other; "mumble mumble BOOMKIN", "mumble TRIATIC", and so forth. And what made it more interesting was the contrast in voices, Don's being high-pitched American, while Tristan's was a *basso profundo* Richard Burton, remarkable in one of such diminutive stature.

Sometime later (much later), here they came, walking that thousand feet of dock with unsteady legs, but not together, Jones in the lead. Every so often, he would turn around, apparently as a new thought struck him, and shout something incomprehensible to Street, who, if he understood what was being said, gave no indication of it, merely giving him a weary one-finger salute. When Jones arrived at *Banjo*, he sadly misjudged getting on board, ending up waist deep in the water off his transom with his hands on the caprail, but he pulled himself on board smartly enough. Street laughed immoderately as he passed by on the way to his dinghy, and they both gave each other more one-finger salutes, accompanied by some remarks in Welsh that were probably not complimentary.

We in *Clover*'s cockpit had front-row seats to this sit-com off our stern, and were, to put it mildly, highly amused. Don staggered the last 60 feet to his dinghy, untied the painter, and lowered himself down, still obviously in a high state of dudgeon and Heinekens. Well, you may know how it is when you get into a small boat from a dock if you're not careful: it scoots away from you as your feet hit the thwart, leaving you dangling. This happened to Don, and all we saw (of course, we *Clovers* had accompanied him down the dock to his dinghy), were his white knuckles clinging to the bitter end of the dock, the rest of his body entirely underneath it. We were laughing so hard now that we, too, almost fell in the water as he pulled himself out and settled himself at the oars. One could see that he had now added embarrassment to his turbulent whirl of emotions; after all, he was the sailing maven thereabouts, so he sought for appropriate words to shout to us as he rowed off towards *Iolaire* in the dark. Shortly after he had disappeared into the gloom, we heard a crash from that direction, and the wailing words, "You call that a bowsprit? You call that a BOWSPRIT?!!" He had rowed straight into the new bobstay on *Laocoon*.

And he was right. Even in the dark, with a fair load on board, as they say, and after a somewhat trying evening, he was spot-on. The bobstay, bowsprit, the whole shitter-roo, came adrift at Kick 'Em Jenny two days later in the PSV feeder race, and we had to turn back to St. George's.

Don won the race by cleverly tacking inshore south of Sauteurs. And when we got back to GYS, *Banjo* was gone too, heading north, we heard. Four years later, Tristan Jones published his first book.

Postscript: Jones didn't get far on *Banjo*; he sold her in Bequia in the spring of 1973 and bought *Sea Dart* there from Ron Reil, who became skipper of *Banjo* for her new owners, and did sail her north.

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APRIL 2011

♈ **ARIES (21 Mar - 20 Apr)**
Verbal skills are at high tide with ideas aplenty aboard. Use these aspects in the first three weeks to gain resources to keep you busy for months.

♉ **TAURUS (21 Apr - 21 May)**
Calm seas and gentle breezes are a break from the usual pressures — just what you need to build reserves for coming challenges.

♊ **GEMINI (22 May - 21 Jun)**
Channel your energies into boat business, especially in the second week, saving some for the 18th for a full moon party.

CANCER ♋ (22 Jun - 23 Jul)
Aspects indicate frustration except in the area of romance, so throw all else to the winds, concentrate on love, and have fun.

♌ **LEO (24 Jul - 23 Aug)**
Take advantage of smooth sailing in the creative areas of your life and have a prolific month.

♍ **VIRGO (24 Aug - 23 Sep)**
You'll be in irons in your love life, so complete boat projects to accomplish something, and then divert yourself by reading a good book.

♎ **LIBRA (24 Sep - 23 Oct)**
Concentrate on financial affairs; the rest of your efforts will seem to meet headwinds.

♏ **SCORPIO (24 Oct - 22 Nov)**
Ah, shipboard romance! Love and lust will fill the time. Enjoy.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
There may be rough seas in matters of the heart but stimulation on other courses. Creativity will find inspiration, so set your sails for that aspect.

♑ **CAPRICORN (22 Dec - 20 Jan)**
You will feel a waning of enthusiasm. Find a secluded anchorage where you can recharge your batteries. You'll return refreshed.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Sail a business course during the second week as aspects point to good outcomes. Throw a full moon party and invite Gemini: good things could result from your cooperative efforts.

♓ **PISCES (20 Feb - 20 Mar)**
"Love, Love, Love!" is your song this month. Let the rest of your life cruise on autopilot and fill your sails with the winds of romance.

BEQUIA REGATTA

Island Poets

Bequia Regatta! A good place to be,
When the wind and the waves gently ruffle the sea,
And the white beaches beckon, 'Come join in the fun,
'All you Trinis and Bajans, come on everyone!'
Yes friend, come to Bequia, for there you can sample
Good racing and liming; come, set an example
For all other sailors, who clamber to be
Afloat to enjoy our Caribbean Sea!

You may think you will win all our races with ease,
But I warn you, consider local expertise.
But still, don't be daunted and please do not worry
For after each race, to a party you hurry,
To discuss the day's action, to imbibe a few,
Then perhaps to enjoy lobster dinner for two.

The beautiful islands in this lovely chain,
Will cast their own spell, but Bequia will remain
To tug at your heart; only Bequia can muster
The force that will make you return every Easter.
So come back to Bequia, and set your own pace
But make sure you come early to find a good space!

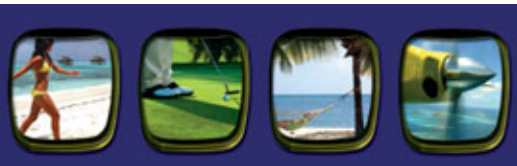
— Nan Hatch



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JASPER'S EASTER BUNNY

by Lee Kessell

Jasper was five years old and he lived with his grandmother in a little village in the foothills of the mountains in St. Lucia. He didn't know who his father was, only that he had left his mother just after he was born. His mother eventually went off to the States where she was earning a good salary and able to send a regular money draft to her own mother who was Jasper's granny. So it was that once a month Granny caught the transport to the closest town, taking Jasper with her and that is how Jasper received a big parcel from his mother. There was also a letter for Granny explaining that as it was Easter, the parcel contained a big chocolate bunny and warning not to let Jasper eat it all at once. There were also some chocolates in the parcel for Granny. "I do hope you both have a lovely Easter and give Jasper a big hug and a kiss from me."

Jasper carried the parcel to the transport and back along the road to Granny's cottage hugging it tightly to his chest as if the parcel would jump away. Once inside the little cottage, Jasper asked Granny to open the parcel for him because his small fingers couldn't manage the string and the tape. At last when Jasper was able to lift out the chocolate bunny he found it securely wrapped in silver foil, so very gently he pulled it all away and sat the chocolate rabbit on the table, and stared at it.

"Now Jasper, don't go eating it all at once, just bite off an ear and I'll put the rest in the icebox," instructed Granny at the same time as she opened the chocolates, popping one into her mouth before she put the rest in the icebox.

Jasper looked at Granny in horror. "Eat my rabbit! The Easter Bunny is my very own pet and I'm keeping him forever."

Granny tried to tell Jasper that the chocolate rabbit would melt away and he must put it in the icebox, but the little boy picked it up and hugged it to his chest. He ate his supper still clutching the Easter Bunny to his chest and went to bed with it. When Granny got herself ready for bed, she went into Jasper's little room and tried to take the chocolate rabbit out of her grandson's arms, but in his sleep Jasper held on to it just as tightly as he had when awake. That night Jasper dreamed that the chocolate rabbit was a real, live rabbit. It was chocolate brown with bright black eyes and it went everywhere with him. He found a piece of string and tied it about the rabbit's neck so that it couldn't jump away and he talked to it and stroked its soft fur and called it Browny, and he loved it with all his heart.

In the morning when Granny woke and went into Jasper's little room, she expected to see the chocolate rabbit melting in the warmth of her grandson's arms, but to her surprise it looked as solid as ever. Jasper however, knew that his Easter Bunny was special and after breakfast he took it for a walk. When Jasper returned, Granny thought that the chocolate rabbit looked different but she didn't say anything. That night, the same thing happened and the rabbit slept with Jasper. There was nothing odd about the chocolates because Granny had been eating them one by one, and when she had forgotten to put them back in the icebox, they had started to melt.

Of course Granny didn't know that every night Jasper asked the Easter fairy to "please, please make my chocolate bunny into a real live rabbit. I know that is what Browny wants, too, because he told me so."

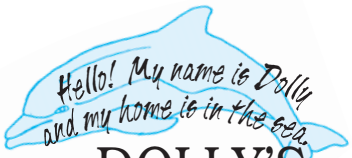
A whole week passed by like this until the morning when Jasper ran into Granny's kitchen so excited that he could hardly speak. "Look, Granny, my Easter Bunny is a real live rabbit and I need a piece of string to tie around his neck so he can't get lost!"

'He called it Browny, and he loved it with all his heart…'

As Granny was a countrywoman, she believed in miracles, small ones as well as big ones, so she was not surprised that a chocolate bunny that refused to melt had come alive overnight. "What a lovely surprise!" Granny smiled. "But he needs food and water you know, so every day give Browny a bowl of fresh water and some lettuce from the garden."

So that is what Jasper did. Browny turned out to be a fine companion for Jasper and Browny loved Jasper just as much as Jasper loved Browny. The chocolate bunny was truly a miracle, but Jasper knew that his special Easter fairy had made his wish come true.

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Scientists have tried for thousands of years to explain how waves form and move but there is still no fool-proof way of predicting exactly when and where waves will travel or how high they will be.

The first scientist to record his experiments with ripples on a pond was Leonardo da Vinci. He noticed that, when a stone was dropped into a pond, the ripples spread out. When they reached the edge of the pond, they were reflected and came back through the outgoing waves. When the crests of two separate waves met, the wave became bigger; when the troughs met, the wave became deeper. In between these two extremes, the wave movements could cancel each other out so it looked as though there was no wave at all.

In the ocean, the situation is more complicated with many different wave systems converging. Sir Isaac Newton showed mathematically that the speed of a wind wave in deep water is proportional to its wavelength. This simply means that longer waves travel faster than shorter waves.

As the longer waves travel, they disperse. The longer waves can overtake the shorter ones and leave them behind. The longer wind wave can travel huge distances across the sea without losing much energy. Eventually, it becomes lower and rounded and forms a **swell**, which can keep moving even when there is no wind. Swells from different systems far out to sea will converge on a coastline, their heights depending on the extent to which the crests and troughs of the incoming waves coincide. When they reach shallow water on the coast, wind waves become larger and higher because the mass of water in the wave is forced to take up less space below. The depth of water now affects the wave's speed and the crest begins to travel faster than the trough. The wave becomes steeper and breaks.

Wave size is also affected by tidal currents. When ocean swells meet an ocean current travelling in the opposite direction, the waves increase in height. When the swells and current are travelling in the same direction, the waves are much smaller.

NOAA (National Oceanic and Atmospheric Administration) and GOOS (Global Ocean Observing System) use computers and satellites to monitor the world's oceans and to try to predict the behavior of ocean waves. As advances are made in this technology, it becomes ever more likely that we will learn all about the power of the sea.

Word Puzzle

Unscramble the words and write the letters in the spaces provided. All the words are taken from the text. What's special about the answers?



1. ASE
2. ETONS
3. SEWLL
4. DEPES
5. HORSE
6. THORS
7. WHOLALS
8. MYSTESS
9. SNECTITIS
10. STATESILLE

Answers on page 39

ELAINE OLLIVIERRE 2011 ©

YOU leave your anchorage for a new destination. Shortly after trimming the sails you put the fishing line out in hopes of a tasty catch. I would like to hang out a sign: "Mahi-mahi, please!" But you never know what will bite. Sometimes it is just a small bonito (nice, but you will need two for a dinner for two!), sometimes a mackerel, or, if you are lucky, a mahi-mahi. With all of those you cope easily. But what to do with an eight-kilo tuna or, what a friend of ours recently caught, a huge swordfish of more than 40 kilos?

FISH – FISH – FISH!

by Angelika Grüner

First, it is not easy to get a big, heavy fish on board. But I leave it to the men to think about that job. My job is to think about what to do with such masses of meat.

Once the fish is on board and finally killed (try the strong-rum-in-the-gills trick), I immediately start with a well-sharpened fillet knife to cut out the fillets, beginning from the tail. I don't even gut it first. Don't be too exacting; just cut along the bones. Next I cut away the skin to get the meat only. I don't recommend making steaks from big fish; all that bone in the middle takes too much space in the fridge, and you cannot pickle or salt fish with bones. With a really big fish the fillets are so thick you can cut steaks out of the fillets — perfect!

Meanwhile you'll get hungry. Just fry the first fillets or fillet-steaks in a pan with a little hot oil; when turning add one sliced onion and fry the other side. After turning, put a lid on and reduce the flame to a minimum and cook to the desired doneness. Serve with salt and freshly ground pepper — simple and scrumptious. Or you might want to coat the fillets in flour mixed with salt and herbs de Provence, and then fry the same way as above.

Now, what to do with the other 30 kilos of fish? Put it in the fridge? Maybe three kilos. If it is a huge mahi-mahi you can salt and dry it.

Salt-Dried Mahi-Mahi

Cut the fillets down the middle lengthwise, put them in a Tupperware container, and salt the strips with table salt. Close the container tightly, and leave it overnight. The next day the salt will have dissolved and taken the liquid out of the fish. Drain but don't wash the fish. Put a thick thread through the strips and hang them up in the breeze, but in shade. The salt will deter flies from landing on the fillets. In two or three days the strips are ready to eat. Slice the uncooked strips as thin as possible — they taste like smoked ham. Delicious! The longer you leave the strips to dry the harder they become. Eventually you'll have to soak them in fresh water before using in soups or stews. I never have done that aboard *Angelos* because after the fifth day we never have any dried fish left!

If you caught any kind of tuna, the best way to conserve the fish is to pickle it.

Pickled Tuna

Dredge the fillet-steaks in ordinary flour, mixed with a bit of salt, and fry them on both sides in hot oil. Set aside.

For the pickling liquid use:

1 Cup of oil
3 large onions
1/2 Cup sugar
1 1/2 teaspoons salt
1 teaspoon pepper
1 Tablespoon pickling spices (e.g. tarragon, bay leaf, juniper berries, mustard seeds, coriander seeds)
2 Cups vinegar
1 Cup water or tomato juice
3 heaped teaspoons cornstarch
1/4 Cup water

Heat the oil and fry the onions till they are nearly translucent. Add sugar, salt, pepper and spices, and leave it on very low heat for 5 minutes, stirring occasionally. Add vinegar and water or tomato juice, and heat till boiling. Mix cornstarch with 1/4 Cup of water, pour slowly into the boiling liquid while stirring constantly, and cook on low heat for another ten minutes.

Place the fried fish steaks in a large enough container (five-litre ice containers are perfect - get them from the ice vendors); pour the hot pickling liquid over it. The fish must be completely covered. Close with a good lid. When the liquid sets, the oil will be on top so no air can reach the fish.

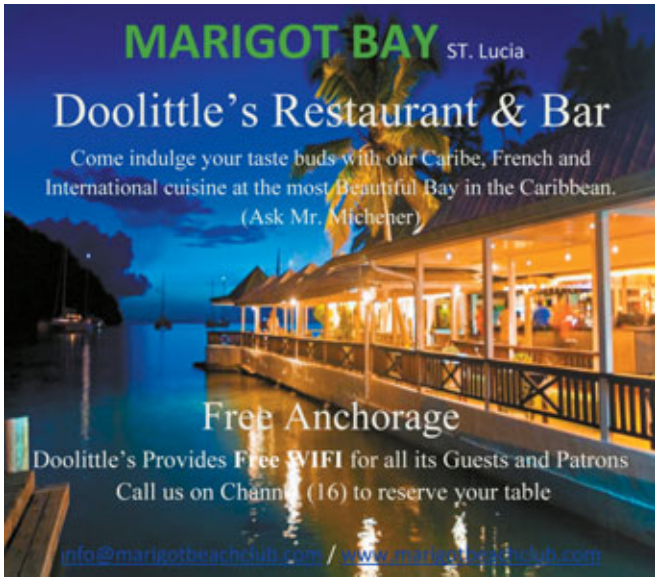
The given quantity of pickling liquid is about one litre. For a five-litre container you will need at least three litres of pickling liquid. If the liquid does not cover your fish, cook another batch. Keep in mind that the amount of vinegar must be more than the amount of water.

The pickled fish should NOT be stored in the fridge. (Besides, there is no room!) After three days the pickled fish is ready to eat. Don't reheat it. We like to eat it with fried potatoes. Make sure there always is a layer of oil on top and it will keep up to four weeks.

Enjoy!



Angelika's husband, Richard, hauls aboard an eight-kilo tuna. Okay, now what?





THE BIG YELLOW YAM

A few weeks ago I was presented an opportunity to hunt for yellow yam. Every Caribbean person loves to eat "provisions" or "ground food" around Lent and especially at Easter. It wasn't really a hunt because a friend, Milton Guy, discovered one while clearing bush. I like yam, but Milton arrived with a taste for it, *luchette*



Milton Guy digging up the big yellow yam — hard work, but deliciously worth the effort

and cutlass in hand. The distance wasn't much of a walk with a bit of a steep climb up a hill away from the dirt road. If the land hadn't been cleared he would have gone alone, as I've heard too many snake stories. Stumbling over cut, browning Guinea grass and slim gray *bukano* trees we found the yam mound halfway up the slope about a metre below a big tree.

I've planted and dug a few white 'bent' yams and they are tedious work. True to its name, bent yam twists and almost encompasses any obstacle. We have also encountered the *koboti* purple wild yam that is very hard to dig as they go down deep. Milton knew this was delicious yellow yam, also called *yamatoota* here in Trinidad. The green vine with serious sharp prickers at the ground showed there were at least five 'heads'. The proper technique is to dig along the downhill side of the tuber, locating the edge and base of the yam. A few careful pokes of the luchette showed unfortunately the yam was wrapped in two thick roots. That's where the cutlass was handy. The point dug along the root with the object being not to chip the yam. Yams have pieces, called either arms or legs, growing from the main body. Chopped or dinged yam will be quicker to rot. They are best sealed with limejuice to preserve the root pieces. The real art to yam digging is to finish with a full bag of as few pieces as possible.

The cutlass edge chiseled out the roots. Creating a good-sized ditch, Milton found the downhill contours and the bottom of the yam. The main body was almost two feet long and deep. A yam this size had probably been growing five years or longer. The top side was next, with the strategy to loosen and delicately shake and eventually push the yam intact into the trench, a time-learned skill. The harvest was complete, two heads replanted in the refilled hole. A fast regeneration trick is not to cut the vines from the heads. The developed vines have leaves climbing to the high tree branches providing sunlight and nutrients. The old head grows faster since the surrounding dirt is loose.

The yam filled Milton's sack and my backpack, probably 70 pounds. A few dried banana leaves made an adequate head pad and the downhill journey began. The luchette made a good walking stick on the short steep descent to the road. Milton, sack balanced on head, shamed me with his poise down the slick, muddy slope.

There is often confusion between "sweet potatoes" and "yams"; many North Americans use the names interchangeably. But yams and sweet potatoes are not the same thing. Real yams belong to the *Dioscoreaceae* family. The edible tuber is long and cylindrical and its skin is rough and scaly, almost like a tree's bark. Sweet potatoes, on the other hand, belong to the Morning Glory, or *Convolvulacae*, family, and have a smooth red skin.

Yam flesh is poisonous raw, but cooking makes it safe and edible. One cup of cooked yam contains 150 calories with five grams of fiber, vitamins C and B6, potassium, and manganese. Potassium helps lower blood pressure. Diosgenin, a natural occurring steroid in yam makes it an herbal remedy for arthritis, asthma, eczema, carbuncles, diarrhea, menstrual disorders, and certain inflammatory conditions, and may help reduce the risk of osteoporosis. Yam extracts are used as a natural alternative to hormonal replacement in women who have reached the age of menopause. Yam's vitamin B6 has been used as a natural herbal supplement for premenstrual syndrome (PMS) in women, especially for the accompanying depression.

Yam's sugars and complex carbohydrates are absorbed into the bloodstream slowly and because yams are high in fiber — yams fill you up without filling out your hips and waistline. Manganese in yams helps to slow carbohydrate metabolism and is important in energy production.

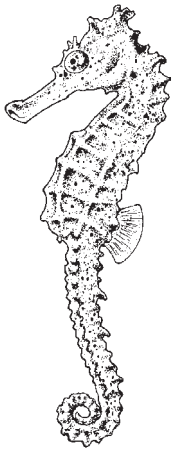
When buying yams at the market, look for solid, hard roots that are heavy for their size, with no soft shrunken spots, cracks or mold. Test by pricking through the skin with a fingernail: the flesh should be crisp and juicy. Store the yams in a cool, well-ventilated place. Wear gloves when peeling yams since they secrete a juice that can irritate the skin. They can be substituted for potatoes in many recipes.

Healthy Yammy Chips
2 pounds of yams
2 Tablespoons lemon juice
3 Tablespoons canola oil
salt and seasoning to taste

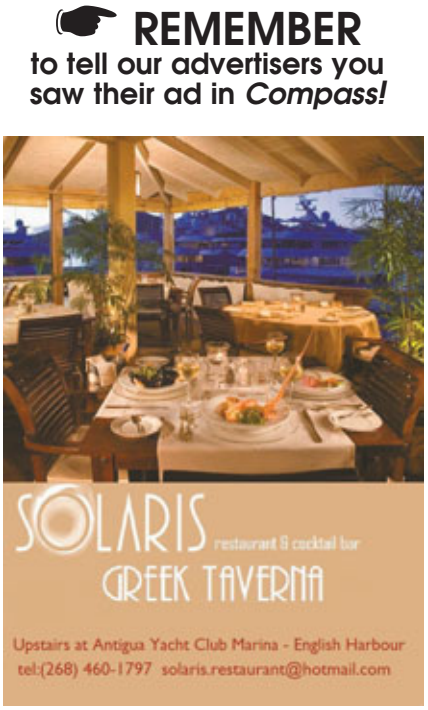
Scrub yams, peel and slice as thinly as possible. Rinse yam slices in cold water mixed with the lemon juice to keep the flesh from turning gray. Pat dry. Lay slices on a baking sheet, sprinkle with oil and toss so both sides of the chips are coated with oil. Bake until crisp. Sprinkle chips with salt and pepper for spicy chips, or use nutmeg, cinnamon and sugar for something different.

Shrimp-Stuffed Yams
3 nice yam pieces (about a pound each)
1 pound medium
raw shrimp, peeled and deveined
1 medium onion, chopped
4 chives
2 cloves garlic, minced
1/2 Cup milk
2 Tablespoons butter or margarine
salt and spices to taste

Scrub yams, peel and cut in half lengthwise. Boil yams in salted water, being careful to avoid breaking. Scoop out center of yam halves so that only an inch of the shell remains. Mash the scooped-out flesh and set the shells aside. Sauté onion, chives and garlic in butter; add shrimp and cook, stirring, just until shrimp is pink and curled. Mix in the mashed yam and the milk. Fill yam hollows with mixture and broil until browned.

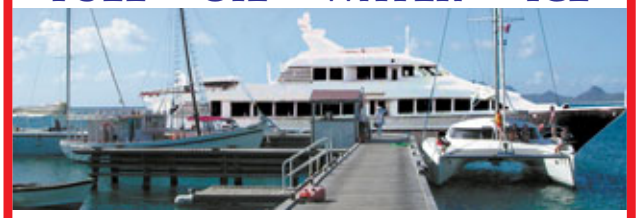








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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

THE SKY IN APRIL

by Scott Welty

The Planets in April

Mercury, Jupiter, and Mars all near the sun early in the month so *no see 'em.* Venus is a morning star now rising around 0400 hours. By the end of the month you'll start to see a nice tight group formed by all these planets with Venus joining the party rising together in the morning sky (see Figure 1). Keep your eye on this group. It gets even better as we go into May.

FIGURE 1



The eastern sky on April 30th, 0515 hours

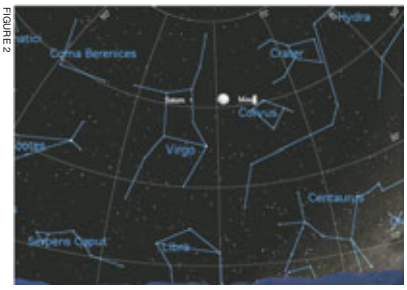
SATURN - Rises in the evening and sets in the early morning. Riding the sky in Virgo

Sky Events this Month

3rd - New Moon

16th - Saturn rides the night sky with the nearly full moon. Look for Saturn just to the left of the moon (see Figure 2).

FIGURE 2



Saturn and the moon on April 16th, 2100 hours

17th Full Moon

22nd - Lyrids Meteor Shower, giving ten to 20 meteors per hour but sometimes much more active. Radiant is the constellation Lyra so look for meteors streaking to the west out of Lyra, which rises around 2220 hours.

Letters from the Fleet!

Dear Captain Science,
Is it true the magnetic poles flip polarity every once in a while?
Arnold, S/V Remorseful
Yes, Arnold this is true and we've figured out that these episodes are tightly tied to Kirstie Alley falling out of bed.

Dear Capt. Smarty Pants,
Every month you list all the planets but you never mention Uranus. Why is this? I'm interested in Uranus.
Sam, S/V Overthehill
Sam, I never mention Uranus in polite company and I don't think you should either.

Dear Astronomy Guy,
Every day the tide goes in, the tide goes out. Every day. Nobody can explain that, right?
Bill O'Reilly, S/V Clueless
Bill - Please stop it. You're embarrassing yourself and the whole country.

Dear Mr. Welty,
You are now three months in arrears in alimony. Please send money by the end of the month or kiss your boat goodbye.
I. Fleecem
Fleecem, Cheatham & Sue
Iowa City, Georgia
Hey, who printed this letter?

Dear Capt.,
I assume that when the north and south magnetic poles flip that the Earth also then spins the other way. In that case would we even notice that the flip has occurred? Wait, does time go the other way then too like when Superman flew around the earth backwards to go back and save Lois? That really happened, right?
Ralph, S/V Rumsalot
Ralph, You need to step away from the rum bottle for a few days and think this through.

Dear Capt. Clueless,
Why do you keep talking about the rising and setting of the sun and planets? Everyone knows that it is the spinning of the Earth that gives the appearance of the motion in the heavens.
Copernicus, S/V Heliocentric
Copernicus, Wait... WHAT?

Dear Capt. Crappy,
Why haven't you called? You said you'd call. We had that beautiful evening together. The moon was out, the weather was perfect and we made crazy music together. Now you've left and no call. I'm desperate for you. Call me!
Ramona, S/V Lonely
IS THERE NO EDITOR AT THE COMPASS?!?

To Contemplate While Having a Glass of Wine on Deck

Happy April Fools Day everyone!



Dear *Compass*,

Regarding Bernard Logan's article "Riding Out Hurricane Tomas" in the January issue of *Compass*, the third condition of the terms and conditions of his insurance policy — where he says his boat was covered under better terms and conditions at sea in a hurricane than if hit while at anchor or securely moored in mangroves or marina — makes no sense to me at all.

In 48 years in the marine insurance business I have never seen a policy with terms and conditions like Logan says he had. The only thing I can think of is the underwriter figured if the boat was severely damaged at sea during a hurricane it would sink, the crew's chances of surviving in a liferaft in hurricane conditions would be zero, and since the owner of the boat would be on board and not survive, there would be no one to make a claim! If the owner's heirs tried to claim they would have problems, because if there is no body a person cannot be declared dead for seven years. Further, since there is no wreck, how do the heirs and assigns prove that the boat sank?

It is the strangest policy I have ever heard of and appears to be a lawyer's delight as if the boat sank with all hands it would be years and a lot of lawyer's fees before the heirs could collect.

I'd also like to comment on the coverage of the Atlantic Rally for Cruisers (ARC) in the same issue. It is noted that because of the weather conditions encountered after leaving the Canaries in November 2010, some 50 ARC boats ended up stopping in the Cape Verdes. A similar thing has happened three times in the last seven years — in 2002, 2005 and 2009.

If one looks at the weather chart for November (which is on the back of the Imray Iolaire Atlantic Passage chart 100), the square covering the Canary Islands shows a moderately long southwest arrow. Thus, every November there will be a period of southwest winds driving boats down to the Cape Verdes rather than across the Atlantic.

Further, when there is a big low in the Atlantic (as in 2002 and 2009) or a late season hurricane (as in 2005) there is no wind in the normal tradewind area, as is illustrated on page 18 of my soon-to-be-released *Guide to the Cape Verde Islands*. The photo in this new book, showing an absolute glassy calm, was taken December 10th at 15 degrees north, halfway between Brava and Antigua.

The tradewinds are not stable until the end of December or early January, and the "Christmas winds" can arrive any time from late November to late December. In 2005 they never arrived until the middle of the second week in January — when they arrived with a vengeance! You can spend Christmas cruising the Cape Verdes and cross the Atlantic in late December or early January when the trades have settled in solidly.

Don Street
Glandore, Ireland

Dear *Compass*,

Greetings from Grenada! My attention has been drawn to the article "A Container Port for Carriacou" by Chris Doyle on page 24 in the January 2011 issue of the *Caribbean Compass*. As a concerned citizen of Grenada, I want to thank Mr. Doyle for his thought-provoking observations on this proposed "development". In addition to the negative environmental and social impacts on which Mr. Doyle has commented, permit me to add concerns in respect of the credentials of the investors/developers. Who are they? What is their source of funds? What is their track record?

The following information should raise "red flags" for the Government and people of Grenada:

• What is Urbaniza? Based on information obtained on the company and its principals, it is reasonable to conclude that the proposed Urbaniza development is just another scheme to control Carriacou's scarce and valuable land resources for real estate speculative purposes, to the detriment of the Government and people of Grenada. The company Urbaniza belongs to the World Trade Centre Group of Companies in Brazil, described as having "a 40-year experience in the real estate market and developing and construction largesize undertaking in various countries". The objective of Urbaniza is " developing real estate projects in general... and the execution and provision of services related to credit securitization."

• Choice of consultants for site suitability assessment: Urbaniza's choice of consultants to undertake the suitability assessment also suggests speculative activity. The site assessment was not conducted by consultants with expertise in port development. Rather, it was conducted by ECOPLAN, an international land planning and landscape architectural firm specializing in the planning and design of resort and residential environments worldwide, and Brandy Marine International LLC, a company which "collects" marinas into a chain linked by common management and precise operating procedures.

• Track record of Cristiane Bomeny: One Cristiane Bomeny has been the face of Urbaniza in Grenada. It would appear that Ms. Bomeny incorporated six companies in the Miami area between 1991 and 2002, only one of which is listed as active. It has also been noted that one of those companies, Transnational Properties, Inc. and another company called WSG Development Co. were involved in a Miami development known as WSG's Canyon Ranch, a residential and hotel condo development financed by Lehman Bros. Following the collapse and restructuring of Lehman Bros., this development was foreclosed in 2009.

• Violation of environmental laws: In 2004, the Brazilian Environmental Authority placed a stop order on Servlease Real Estate Ltda., a company of the WTC group involved in the Tres Praias-Guarapari–ES tourism and residential development, for violation of environmental laws and impeding people's access to a beach area. The company ignored the order. The Authority took legal action and a November 2009 federal court ruling ordered the company, among other things, to repair all damage done to the area and restore the unhindered access of the population to the beach.

One would hope that "to be forewarned is to be forearmed".

Best regards,
Sandra C.A. Ferguson
Grenada

Dear *Compass*,

The "Return of the Strobe" article by Jim Hutchinson in February's *Compass* gives but one example of the disregard that many yachtsmen seem to show for the International Collision Regulations. However, the writer did not make clear that there is no doubt that an anchor light should be an uninterrupted light shown over an arc of 360 degrees. Uninterrupted means fixed and not flashing and this applies to all ship navigation lights with the exception of hovercraft, which (because they may proceed in almost any direction relative to their heading) show a flashing yellow light when underway. Strobes are not even accepted by the Collision Regulations as distress signals on vessels.

Interrupted lights either flashing or occulting or ISO are reserved for navigational marks — buoys, lighthouses and beacons etcetera — so flashing anchor lights can be confused with navigational marks. When anchored outside Jolly Harbour, Antigua recently, a neighbouring catamaran was showing a flashing light of exactly the same characteristics as the beacon located on McNish Mountain on a transit that led over the approach channel into Jolly Harbour. The skipper was totally oblivious to the confusion he could be causing. Similar problems have also been witnessed in Prince Rupert Bay, Dominica and other anchorages. So this is not just an aesthetic problem as suggested. However, the majority of yachts do now seem to show correct anchor lights.

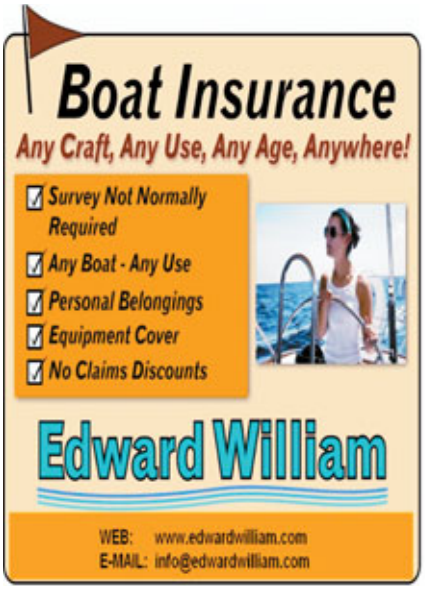
The Collision Regulations are also quite clear that a masthead tricolour light should not be shown at the same time as low-level port, starboard and stern lights and that a steaming light should not be shown in conjunction with a masthead tricolour light and only with the low-level navigation lights. Sadly, this seems to be something that some yachtsmen do not understand and many yachts seem to show every light at their disposal when underway at night — sidelights, stern light, tricolour masthead light, anchor light and steaming light — possibly on the basis that the more lights you show the more likely you are to be seen.

The disregard for the Collision Regulations by yachtsmen is also demonstrated by the fact that most smaller yachts do not show anchor balls when at anchor and inverted cones when motoring with sails set, and I have to confess that I am as guilty here as anyone. However I have it on good authority that insurance companies may downgrade a claim made for collision damage if the appropriate shape is not being shown, and that would also apply if the correct lights were not being shown at night.

There is much correspondence in *Compass* and discussion on websites and radio about the dangers of pirates and other waterborne criminals, but I would suggest that it is our fellow yachtsmen who also provide major dangers.

—Continued on next page







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—Continued from previous page

The Collision Regulations are quite clear about which vessels when underway should give way and which should stand on in a close quarters situation. We should all know that a yacht sailing closehauled on starboard tack is the stand-on vessel when approached by a yacht on any other point of sailing. Therefore, with the prevailing winds in the Eastern Caribbean, a yacht travelling northwards in the island chain is generally on starboard tack and anyone coming south is on port tack. However, recently, in six relatively close quarters situations between Trinidad and Antigua I have had to bear away in 50 percent of cases to avoid collision with yachts running free on port tack. On each occasion there is no doubt we had been seen, but the helmsman either did not appreciate his obligations or was playing a dangerous game of "chicken", which does not seem very sensible. In one case we had to bear away behind a catamaran and were then sworn at because we ran over his fishing lines, and he was not showing the day signal for fishing either!

I would love to be in a position to question fellow yachtsmen who have behaved in this way in order to discover if they are ignorant of the Collision Regulations, or just do not care, or are deliberately being difficult and dangerous, or maybe think that I am in the wrong.

All of us should be thoroughly conversant with the International Regulations for the Prevention of Collision at Sea and I guess that most of us are. However we should put them into practice and must not have the careless attitude that we can pick and choose which ones we want to obey. We all make mistakes, but should do our best not to, so please do not shout at me if you see me transgressing.

As a final twist, when sailing from Antigua to Guadeloupe on our return trip to Trinidad we had to alter course to avoid hitting a sperm whale which was approaching on the starboard bow. At least he knew he was the stand-on vessel and just steamed on!

John Lytle
S/Y Oriole

Dear *Compass*,

In March's readers' Forum, Captain Sean Kessell of *Reel Extreme* asks "Are the birds more intelligent than we give them credit for?" Given that we have used the term "bird brain" as a derogatory expression for quite some while, the answer to that is "definitely yes!"

In the lab, crows were offered a bit of meat in a jar too deep to reach with their beaks. A bit of wire was left lying around. In no time a crow took the wire, bent a nice hook on the end and removed the meat. This is only one of many examples of tool-using birds. One researcher had a very famous parrot called Alex, who would use language to talk to her (it was more "Alex want nut" than an erudite discussion of quadratic equations). Alex could analyze shapes and colors and correctly choose these when a variety of shapes and colors were all mixed together. The researcher was trying to teach Alex to spell one day, but what Alex wanted was a nut, and she was ignoring the bird's requests. Eventually, having never done such a thing before, Alex said, "Give me a N – U - T."

What is interesting about this is that birds have very small brains. However, they are descended from dinosaurs, so are only a very distant relation to mammals. What is being considered now is whether their brains work in some different way (from mammals) to allow them to be so bright with so little. And before anyone comes up with the counter example of chickens, remember these have been bred for their ability to lay eggs and produce meat rather than brains, for thousands of years.

For more details Google "alex the parrot" or "tool-using birds".

Chris Doyle
Ti Kanot

Dear *Compass*,

Spotting the new kids on the block is easy; they're the ones that tie their dinghies very close to the dock and then tilt their outboard. I am sure that this is simply a case of ignorance. If not, then it is a case of being inconsiderate to their fellow cruisers while exhibiting poor seamanship.

There are several reasons why people should use a long painter:

• Your dinghy will not rub up against the dock, causing undue damage to your dinghy especially when other dock users arrive and attempt to get onto the dock themselves.

• If everyone used a long painter on a crowded dinghy dock, when the next dinghy arrives, it is simple to push the other dinghies clear, thus making access easy for others. If you can't imagine how this works, think about a bunch of balloons on long strings versus a bunch of balloons on short strings. Yep, you got it. Some of the balloons on short strings might burst.

• Lifting your engine is not a good idea; with all the movement your propeller could easily cut into another person's dinghy and I am sure you wouldn't like to pay for a replacement dinghy.

So fellow cruisers, I suggest two things: if you happen to meet the new kids on the block while they are tying up, please explain that length really does matter. And for repeat offenders, let them know that you heard a nasty rumour that it is considered very good form to urinate in a dinghy that is tied up too close.

Yours sincerely,
John Perry
S/V Stingo

Dear *Compass*,

We just had an unfortunate experience. Arriving at Mustique, we were horrified by their mooring charge: EC$200 for one to three nights. Were only breaking a voyage, but it seems this is the charge whatever. Having said that, we realize that St. Vincent & the Grenadines are now exorbitant in comparison to the other islands. Considering it costs EC$130 when you clear in at Bequia, without paying the extra for the Tobago Cays, it becomes somewhat ridiculous. Do they have a problem with visiting yachts, I wonder? I will be passing on this to everyone sailing in this region that I know.

Best regards,
Angie Crowley
Soca

Dear Angie,

Yes, moorings in Mustique are expensive compared to those in some neighboring islands. But different from neighboring islands, all of the waters around Mustique are designated a marine conservation area, and the charge for mooring (or anchoring if no moorings are available) here is considered a "conservation fee". The Mustique Company seems to have taken its mooring rate from the BVI, where, at US$25 per night, a three-night stay works out at the same cost (EC$200 equals approximately US$75). The difference is that in the BVI, you can pay for just one or two nights' mooring, and you do not pay a fee if anchored. However, the BVI charges yacht visitors US$4 per person per day.

The Tobago Cays are a National Marine Park; the entry fee for the park is EC$10 (about US$3.75) per person per day. These modest user fees help to make the park self-supporting.

You ask, "Do they have a problem with visiting yachts, I wonder?" In the case of Mustique, perhaps the "rich and famous" might be protecting their privacy as well as the marine environment. Not counting additional overtime and/or foreign charterboat fees, the standard entry fee for St. Vincent & the Grenadines of EC$35 (about US$13) per person per month is comparable to that of some of its fee-charging neighbors (the French islands charge no entry fee), assuming a total monthly fee of EC$70 for a cruising couple. For example, Grenada charges an EC$50 monthly cruising permit fee for boats up to 50 feet, EC$75 for boats 50 to 60 feet, and so forth on up; plus there is an additional port charge of EC$8.10 per person. But in St. Lucia, entry fees add up to only EC$30 for boats under 40 feet and EC$40 for boats over 40 feet, and entering Dominica is a bargain at EC$9 per person. In Antigua a boat between 41 and 80 feet will pay a US$16 (about EC$43) entry fee plus US$10 (about EC$26.80) monthly cruising permit, for an initial total of US$26 (about EC$70).

People traveling by yacht are not singled out for fees: when departing by air, visitors generally pay a departure fee: for example, EC$40 in SVG, EC$50 in Grenada or Antigua, and EC$68 in St. Lucia. But this is a one-time charge. We do think it's unfair, and also counter-productive to promoting yacht tourism, for governments to charge yacht fees by the month.

We'd love to see yacht clearance procedures and entry fees standardized throughout the Organization of Eastern Caribbean States: the BVI, Anguilla, Antigua & Barbuda, Montserrat, St. Kitts & Nevis, Dominica, St. Lucia, St. Vincent & the Grenadines, and Grenada. Currently, one country charges per person, another according to boat length, another by tonnage; one has monthly fees, another a flat fee, another charges a combination; charges are variously called port, Customs, cruising permit or environmental fees, etcetera — it's chaos.

CC

Dear *Compass*,

I would like to report a very enjoyable return to Prince Rupert Bay for *Cat Tales* this year. Although we've never had a problem there, we had been concerned about past occurrences. This year was a great time.

The boat handlers/river guides were great, the floating merchants were courteous, the hikes were fabulous. A number of items we wish to bring to the attention of other sailors are:

• Security at Portsmouth: The guides have requested and acquired a fast, red inflatable and safety gear from the government to assist in their nightly security patrols. As well, they have at least one high-powered light to assist them. If one is awake at night, looking at an open hatch, one can see the light going by from time to time. It may be a little overkill in relation to the few past occurrences, but it does make one feel secure.

• The Sunday night barbecues are back on, with great camaraderie, socializing, food, and dancing. The guides are working along on a new structure for the events, still being held in various business enterprises on the beach. The new structure is being constructed on the public beach, and the effort will include funding for repair and maintenance for the public toilets and changing area on the beach.

—Continued on next page

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• The security effort is funded by the river guides, through donations from businesses and from yachties like ourselves, and through proceeds from the Sunday night barbecues. Although the barbecues are a fund-raising event, they are so enjoyed that they are a product in themselves, and another great reason for visiting. The river guides' organization managing all this is called the Portsmouth Association of Yacht Services (PAYS), who have their own Facebook page. The guides will not ask you for a donation. You must volunteer. If you believe, as we do, that they are worthy of a donation, contact the current president, Jeffrey of *Seabird*, on VHF 68.

• The buses are a reliable and safe way of getting to and from the many hiking and touring venues on the island. As well, the trails through the Cabrits National Park through the portions of the fortifications that have yet to be revitalized are properly maintained and a must-see! The structures, taken over by the jungle, bring to mind Aztec ruins in movie sets, and the views of the Saintes and Guadeloupe are fantastic.

• The Customs and Immigration check-in and -out process at Prince Rupert Bay may now be the slickest in the Caribbean, especially if your next island is French.

Thank you for your attention.

Laurie and Dawn Corbett
S/V Cat Tales

Dear Compass Readers,

We want to hear from YOU!

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

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.

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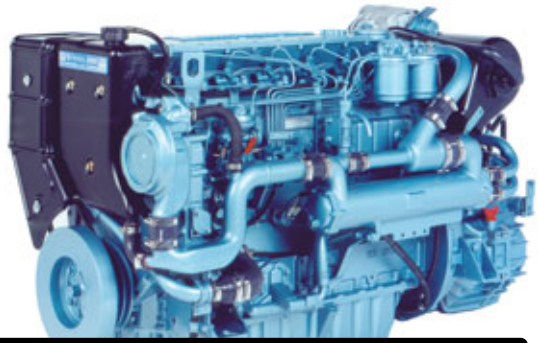
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36' Fount. Pajot Mahe '07/08 - 2 Start @	189K	40' EXE Marine Ltd '82 Colin Archer-Gaff	39K
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WHAT'S ON MY MIND

NEW PRODUCT TOURISM

by Ralph Trout

Rumming it up with a few buds the other afternoon, commenting on the sad state of the local economy in No Bueno Suerte Bay, St. Dondequiera, the chat turned to what originally attracted us to the Caribbean. Uniformly it was a feeling of freedom and liberation from most social norms, similar to the late 1960s and '70s (giving away our ages) when everything was exciting at a reasonable price. That novelty has gone as the costs have soared.

Today competition for the tourist dollar is tough among all the Caribbean islands. Most bottle some beer and rum, others have a spice or two or some fruit to pick and fish to catch, but few have any other major source of revenue.

What attracts you to an island in 2011? Are you a 'been there, done that, and wearing the T-shirt' type? What would bring you back? What is novel in today's Caribbean? Not a t'ing, mon. Same stuff on all the islands. Some tout diving, but one lobster and a stingray, or one wall dive is basically the same as the others. Hiking? Yeah, there's some neat waterfalls and trails, but have you ever done the same one twice? Sportfishing is an exciting time, but getting expensive. Restaurants, hospitality, and culture; yes, yes, yes. But what is new and different enough to draw mega-amounts of tourism to an island?

Over another rum, my buds and I decided, "Cannabis tourism, that's what!"

"Wait a minute," you say, "Is Ralph Trout advocating the drug trade? I thought this was a yachting magazine; we cruisers fear drug smugglers! Aren't those the guys who are making us shout every morning over the safety net?"

Nah, my buds and I were just supposing... food for thought.

It is absolutely illegal to use, possess, cultivate, transfer or trade ganja in every island in the Caribbean. Everything about marijuana — except writing about it, I hope — is currently illegal. If one is caught with this lucrative vegetable contraband, the Caribbean poses severe penalties including confiscation of any vehicle or boat used in its transport. Yet, if an American or European tourist were asked to identify a prevalent island icon it would probably be a dark-skinned West Indian with dread-locks smoking marijuana and humming 'Buffalo Soldier'. Ganja is one of the biggest cash crops in the islands and the South American mainland.

I'm certain you've seen and smelled it; cannabis smokers are everywhere in boats, beaches, and bars. Even though it is against the law, it is part of the island culture. One US commission reported, "Marijuana's reputation among island people as a panacea and a spiritually enhancing substance is so strong that it must be regarded as culturally entrenched."

So which island is going to make it part of the tourism product? The one that is willing to risk the frown of the big old US — who has the greatest illicit drug appetite, now estimated at 30 percent of the world's market. But the islands get little of the revenue. Between 1992 and '98, the United States provided US$7.8 million to Jamaica to eliminate marijuana production and trafficking. What would Jamaica's tourism sector have made during that period if marijuana had been legalized?

Here's some history and a few facts.

Actually marijuana is the innocent hemp plant used around the world for tens of thousands of years. According to some sources, the first fabric was woven from hemp. Cannabis is indigenous to Central and South Asia. Evidence of the inhalation of cannabis smoke can be found as far back as 3000 BCE. It is also known to have been used by the ancient Hindus of India and Nepal thousands of years ago. The herb was called *ganjika* in Sanskrit.

Europeans brought marijuana/hemp to the western hemisphere. It was first grown in South America (in Chile) in 1545, and in North America (at Virginia) in 1606. The British needed hemp to rig their sailing ships. As hemp, *cannabis sativa* is valued for how easily it grows and its many uses. Hemp can be made into textiles and rope, or oils used for fuel or to create food products high in vitamin K. The waste product from manufacturing these items can be used to make paper.

Everyone knows that you can get a nice safe high in Amsterdam. In the Netherlands the term coffee shop has come to mean a place where hashish and marijuana are available. In 1998 the ACD or Amsterdam Coffeeshop Directory (www.coffeeshop.freeuk.com) began. It lists cool places to smoke. Above all, the ACD is about unashamed cannabis tourism.

What Caribbean island will be the first to realize the value of cannabis tourism? If you were inclined to enjoy a vacation swinging in a hammock while smoking a spliff with no fear of persecution or prosecution, would that attract you as a tourist to a lenient island? Would the leniency contribute positively or negatively to that island's revenue?

The government could issue a grower's license at a substantial fee for an identified plot of land. The crop and growing methods would be inspected. The government would tax the product or buy it from the grower like nutmeg or coffee, and distribute it through legal, comfortable, safe shops. Of course, just like the visitor's driver's license there would be a paid permit for use, but the toking tourists would no longer fear arrest or rip-off. Locals would have also have to buy a permit for use. Terminally ill patients could spend their last days enjoying the tropical climate using medicinal marijuana in hospice-hotels to ease their pain. Every aspect of inhalation would be cordoned off from impressionable youths. Users would have to be at least 21 years old. Smoking would still be banned in public, and, as with alcohol, operating a vehicle under the influence would be a crime.

Small island economies no longer benefit by having to police, judge, penalize and incarcerate those who are committing a victimless crime. Time, funds and resources could be better spent dealing with violent acts that further damage the tourism product. Small-time theft might not be an avenue for a person who could grow and profit from legal ganja.

Hemp stalks could be used for cordage and paper products, setting a world example. Envision the expansion of the usual tourist merchandise with T-shirts made by "Holiday Hemp Garments" or postcards from "Jah-Makin' Paper Products'.

Is it time for a government to increase not the enforcement but the economic revenue from the Caribbean's most marketable agricultural product, ganja?

Hey, my friends and I in the rum shop are just talking here, just talking....

CALENDAR

APRIL

1 – 3	Saborea food festival, San Juan, Puerto Rico. www.saboreapuertorico.com
2 – 3	Martinique Cup Regatta, Lamentin, Martinique. YCM
2 – 22	Transcaraibes Rally, St. Martin to Cuba. www.transcaraibes.com
4 – 9	Les Voiles de St. Barth. www.lesvoilesdesaintbarth.com
9	Underwater Clean-Up, Bonaire. www.dive-friends-bonaire.com/clean_up_dives
10	Around St. John Race, USVI. jamesswanstj@yahoo.com
11 – 16	Oyster Regatta, Grenada. www.oystermarine.com
12 - 17	St. Barth Film Festival. www.stbarthff.org
14 – 19	Antigua Classic Yacht Regatta. ***See ad on page 13***
16	Virgin Queen Pursuit Race, BVI. www.rbviyc.org
18	FULL MOON
21	Annual Compass Writers' Brunch, Bequia. sally@caribbeancompass.com
21 – 25	Round Guadeloupe Race. www.triskellcup.com
21 – 25	Bequia Heineken Easter Regatta. www.begos.com/easterregatta
21 – 25	Easterval celebrations, Union Island, Grenadines
22	Public holiday in many places (Good Friday)
22	Guadeloupe to Antigua Race. www.sailingweek.com
22	International Earth Day
24	Easter Sunday
24 – 29	Antigua Sailing Week. www.sailingweek.com
25	Public holiday in many places (Easter Monday)
25 – 26	Goat Races in Mt. Pleasant and Buccoo, Tobago
28	Public holiday in Barbados (National Heroes' Day)
29 – 1 May	Carriacou Maroon & String Band Festival. ***See ad on page 7.***
29 – 1 May	West Indies Regatta, St. Barth's. ***See ad on page 13***
30	Public holiday in Dutch islands (Queen's Birthday). Windsurfing races in Bonaire
30 – 1 May	BVI Dinghy Championships. richw@surfbvi.com
30 – 2 May	St. Lucia J/24 Open Championship. www.stluciayachtclub.com
30 – 8 May	St. Lucia Jazz Festival. www.stluciajazz.org

MAY

1	Start of Atlantic Cup Rally, Tortola to Virginia. ***See ad on page 12.***
1	Local Fishing Tournament, Montserrat
2	Public holiday in many places (Labour Day celebrated)
3 – 15	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
6 – 8	Grenada Drum Festival. www.grenadagrenadines.com
7	Start of ARC Europe, Tortola to Portugal. ***See ad on page 12.***
7 - 8	Commodore's Cup, St. John, USVI. jamesswanstj@yahoo.com
7 – 9	Anguilla Sailing Festival. www.anguillaregatta.com
8	Public holiday in some places (Armistice Day)
12 – 15	Mount Gay Rum Barbados Regatta. www.sailbarbados.com
14 - 15	Martinique to St. Lucia Race. ycmq@wanadoo.fr
14 – 15	Metimer Boat Show, St. Martin
14 – 15	Captain Oliver's Regatta, St. Martin. www.coyc-sxm.com
14 - 15	Quantum IC24 International Regatta, BVI. www.rbviyc.org
16	Public holiday in the Cayman Islands (Discovery Day)
16 – 21	Tobago Underwater Carnival. www.tobagounderwatercarnival.com
17	FULL MOON
18	Public holiday in Haiti (Flag Day)
18 - 20	Morro Castle Race, Havana, Cuba. yachtclub@cnih.mh.tur.cu
21 – 22	Lowell Wheatley Anegada Pursuit Race & Cruise. www.rbviyc.org
27 - 29	Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. www.foxysbar.com/woodenRegatta.html
27 - 29	Puerto Rico Vela Cup. www.puertoricovelacup.com
27 – 29	BVI Poker Run. www.pokerrunbvi.com
28 – 29	Les Saintes Regatta. www.triskellcup.com
29	St. Croix Reef Jam. www.ReefJam.com
30	Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day) and Haiti (Mother's Day)
TBA	Feeder Race, St. Lucia to Mount Gay Rum Barbados Regatta. www.stluciayachtclub.com

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

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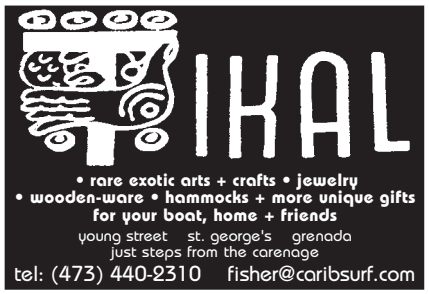
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Caribbean-wide



—Continued from page 22

...Fire Aboard

I knew I would need a survey so I started to ask around to see what was available. That is when I found out that Santa Marta is a commercial port and there are no facilities to handle private vessels. *[Editor's note: Since Luis's experience, the IGY Marina Santa Marta has opened, making the area much more yacht-friendly.]*

About a week after the fire I was asked by the Port Captain to meet with him to provide a deposition required by law as to the cause of the fire: an official inquiry and an inspection of the vessel were required to establish if the fire had been accidental or caused by crew error. If it was determined that the fire was caused by reasons other than accident, the vessel and captain would be subject to heavy fines.

A few days later a local marine engineer sent by the Port Captain's office proceeded to examine the damage. After about two hours, we agreed that the fire seemed to have been caused by an electrical short circuit at the autopilot control unit and had set five heavy-duty offshore lifejackets on fire, which then spread. The inspector's final report indicated that the fire was caused by accident.

On January 11, 2010, I heard from a claims processing company that handles claims for the insurance company. (Both shall remain unnamed. I had lost a boat to Hurricane Ivan in 2004 in Grenada and both these companies handled the loss with extremely good service.) The representative noted my comment on the unavailability of surveyors in Santa Marta. He also indicated that, in the interest of quick progress of my claim, that I should submit copies of the reports made to the authorities both of the distress prior to the fire and the fire event itself. He also asked for the names and contact information for the officers to whom reports were made or who responded; I provided all of this information within days.



The power switch was fried, and 'there was smoke, water and extinguisher residue covering every surface below decks'

On January 14th the claims processing agent advised me that he was trying to get a marine surveyor/marine architect to make the trip from Trinidad to Santa Marta with him and would arrive January 20th.

He also wanted to know if I had identified any competent repairers in the Santa Marta area or had found what it might cost to tow the vessel to a port in the ABCs or Panama for repairs. I responded that Santa Marta had neither the facilities to haul a sailboat nor a place to store it. Through my marine agent we surveyed the local marine mechanical and electrical tradesmen and found none with experience in sailboat systems. The only viable location in Colombia for repairs would be Cartagena. We also contacted a commercial marine towing company who wanted US$41,000 to tow the vessel to Cartagena, which is about 110 nautical miles away. We did not inquire as to cost for towing to the ABCs or Panama.

On January 16th I heard from the claims processing representative that no surveyor or marine engineer would be with him. I wondered why bother to come without the proper staff. When he arrived I had a local boat take us to *Coqui*. I showed him all of the damaged areas, he took some pictures. I asked if a surveyor would be sent at a later date and I was told that their subject-matter experts would make a determination of repair and replacement costs from the photos I had submitted and those he took that day.

I could not believe what I had just heard. How could anyone make accurate determinations of the extent of damage and the cost of repairs from just looking at photographs?

I was also asked to submit a survey describing the damages and estimated costs for repairs. In Colombia, that is easier said than done. I did a search on Google and found two individuals in Cartagena claiming to be marine surveyors. Attempts to contact by telephone were not successful. I finally contacted one who could not provide any information concerning his qualifications and experience but wanted US$1,000 to come to Rodadero to do the survey. I knew by then that total travel expenses for such a trip would be about 180,000 Colombia pesos or a bit under US$100. I did not get back to him.

Then I was advised by my marine agent that the Colombian equivalent to Customs and Internal Revenue (DIAN) was requiring that I do a temporary importation of my sailboat as there was no known date when the vessel would leave Rodadero. The required paperwork and DIAN visit to the vessel was completed and the vessel was given the number of days to stay in the country that Immigration (DAS) had given me on my passport. In late June, I went to DAS to renew my tourist visa and was told that my 180 days would expire on July 7th.

PANIC! I knew that if I had to leave for 180 days, as required, there would be no S/V *Coqui* for me to come back to because DIAN would have impounded the boat as contraband due to my failure to renew the temporary importation…

To be continued in next month's Compass.

Luis Blondet has single-handed in the East Caribbean and onto Colombia since 1998 on Coqui, *a 1985 Tayana 37. Luis currently lives in Barranquilla, Colombia and* Coqui *is in Club Naútico, Cartagena undergoing repairs.*

He says, "I have additional information concerning immigration, customs, and local practices that readers headed for Colombia may find of use. Readers may reach me by email at coqui811@yahoo.com or coqui811@gmail.com."

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Caribbean Yachts	Guadeloupe	38
Caribbean Marine Electrical	Trinidad	MP
Caribbean Propellers Ltd.	Trinidad	MP
Caribe Composite	St. Maarten	MP
Carriacou Maroon	Carriacou	7
Chateau Mygo Restaurant	St. Lucia	34
CIRExpress	St. Maarten	MP
Clippers Ship	Martinique	MP
Cooper Marine	USA	28
Crews Inn Marina	Trinidad	23
Curaçao Marine	Curaçao	24
Diesel Outfitters	St. Maarten	9
Diginav	Martinique	37
Dockwise Transport	C/W	18
Dominica Marine Center	Dominica	30
Down Island Real Estate	Carriacou	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	30
Echo Marine - Jotun Special	Trinidad	9
Edward William Insurance	International	37
Electropics	Trinidad	MP
Fernando's Hideaway	Bequia	MP
Free Cruising Guides	Caribbean	31
Golden Taste	St. Lucia	MP
Gourmet Foods	Bequia	MP
Grenada Marine	Grenada	29
Grenadines Sails	Bequia	36
Insurance Consultants	Grenada	8
Iolaire Enterprises	UK	38/39
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Johnson Hardware	St. Lucia	22
Jolly Harbour	Antigua	MP
Jones Maritime	St. Croix	37
Kerry Marine Services	Bequia	MP
Kingfisher Marine Services	Bequia	MP
La Playa	Carriacou	MP
Le Phare Bleu	Grenada	11
LEssence Massage	St. Lucia	MP
Lulley's Tackle	Bequia	MP
Mango Bay	Martinique	MP
Marc One Marine	Trinidad	MP
Marigot Beach Club	St. Lucia	34
Marina Royale	St. Maarten	21
Marina Santa Marta	Colombia	10
Marina Zar-Par	Dominican Rep	30
McIntyre Bros. Ltd	Grenada	38
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	41
Neil Pryde Sails	Grenada	MP
Northern Lights Generators	Tortola	27
Off Shore Risk Management	Tortola	25
On Deck	Antigua	MP
Perkins Engines	Tortola	39
Piper Marine	Bequia	MP
Porthole Restaurant	Bequia	MP
Power Boats	Trinidad	MP
Renaissance Marina	Aruba	14
Rodney Bay Sails	St. Lucia	MP
Sea Hawk Paints	CW	19
Sea Services	Martinique	MP
Solaris Restaurant	Antigua	35
Spice Island Marine	Grenada	47
SpotlessStainless	C/W	MP
St. Lucia Properties	St. Lucia	MP
St. Maarten Sails	St. Maarten	9
St. Thomas Yacht Sales	St. Thomas	40
Sunbay Marina	Puerto Rico	16
SVG Air	St. Vincent	32
SVG Tourism	St. Vincent	17
Technick	Grenada	MP
Tikal Arts & Crafts	Grenada	MP
Townhouse Mega Store	Antigua	35
Trade Winds Cruising	Bequia	40
Trans Caraibes Rallies	St. Maarten	MP
Turbulence Sails	Grenada	29
Tyrrel Bay Yacht Haulout	Carriacou	36
Venezuelean Marine Supply	Venezuela	MP
Virgin Gorda Yacht Harbour	Virgin Gorda	15
Voiles Assistance	Martinique	MP
Walliabou Anchorage	St. Vincent	9
West Indies Regatta	St. Barths	13
West Palm Hotel	Trinidad	MP
WIND	Martinique	MP
World Crusing Club	Tortola	12
Xanadu Marine	Venezuela	30
YES	Martinique	MP

MP = Market Place pages 42 to 45
CW = Caribbean Wide

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