CARIBBEAN On-line
COMPASS
JUNE 2010 NO. 177
The Caribbean's Monthly Look at Sea & Shore



Antigua Classic Regatta 2010

LUCY TULLOCH

See stories on pages 14 - 18



STARBRITE WATERPROOFING WITH PTEF

STB/81900

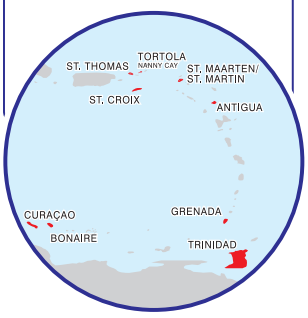
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RDL/WAVERVMAR

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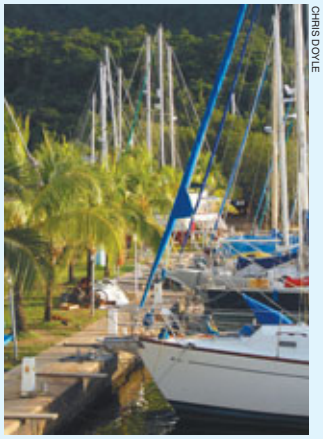
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The Caribbean's Monthly Look at Sea & Shore

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CMPA caribbean marine publishers association

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Cover photo: *Carriacou sloop at Antigua Classics by Lucy Tulloch, www.thelucy.com*



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.**

"It is my pleasure and perhaps my obligation to let all our boating friends know how much we enjoy reading the *Compass* and how it enriches our experience cruising the Caribbean. We boaters can hardly wait till the next monthly edition is available so we can catch up on the real skinny on events and people."

— Tito Figueroa
Yacht Alleluia

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

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Info & Updates

New Channel Marks at Cole Bay Lagoon, St. Maarten

Carly Wiersum reports: Since February 2010 the channel towards Lagoon Marina and FKG in Cole Bay Lagoon, St. Maarten, has been marked clearly by the Lagoon Authority. The American system is used (red, right, return). The channel starts at the northwest point of Simpson Bay Marina and runs across Cole Bay.

This is a great improvement for yachts with a draft up to nine feet (ten feet with high tide) because previously the marking of the channel was rather confusing!

Cruisers Attend Crime Prevention Meeting In Grenada

In March, cruisers were given the opportunity to meet directly with senior members of the Royal Grenada Police Force (RGPF) to exchange information about how the safety and security presently enjoyed by cruisers in Grenada's waters can be enhanced and preserved. The informative and positive meeting organized by the Marine and Yachting Association of Grenada (MAYAG), included a review of marine vessel-related crimes in 2009 and 2010, feedback from cruisers about their experiences, discussion about crime prevention measures, and a number of ideas about how the police and cruisers could work together more for the benefit of all.



Cruisers and senior members of the Royal Grenada Police Force met to discuss enhanced security in the Spice Isle

Highlights of the meeting included a review of ten crimes (primarily theft) reported to police involving seagoing vessels (commercial and recreational) in 2009 and the five incidents reported in 2010 so far. The police also reported that of the ten crimes reported in 2009 only four remained unsolved. The general consensus among the audience members and the panelists is that crime reporting is good and accurate in Grenada, based on evidence and feedback available. MAYAG also recommends reporting yacht-related crimes to the Caribbean Safety and Security Net (which meets each morning on single sideband frequency 8104.0 at 1215 UTC, or visit www.safetyandsecuritynet.com), which is a forum for this specific purpose. MAYAG President, Anita Sutton, also advised cruisers that incidents in Grenada can also be reported to MAYAG, which will assist victims with follow-up and item recovery where possible.

Recommendations coming forth from the meeting included improvement in communications between RGPF divisions and investigators; developing a yacht-watch programme where cruisers keep an eye out for each other while in anchorages; and filing float plans with the Coast Guard in Grenada as well as the nearest sailing destination (such as Trinidad or St. Vincent) before departure. The Coast Guard phone numbers (473) 444-1931/1932/2674 were provided as well as 911.

Response time for emergencies was also discussed and information clarified. The Grenada Coast Guard has a very small fleet of six vessels with only two of those currently in operation. The Coast Guard reported their response time to an offshore emergency is 20 minutes for a 30-mile radius. Although the vessel enabling this response time was on dry dock at the time of the meeting, it was expected to be back in the water soon. In addition, a Regional Security Treaty exists that enables cooperation between the Coast Guard services in the Eastern Caribbean. MAYAG has been communicating with the Yacht Services Association of Trinidad & Tobago (YSATT) as well as the Trinidad Coast Guard, who are in a much better position to respond. They now have fast patrol vessels and are about to receive two large vessels with helicopter capabilities.

The discussion included approximately 50 cruisers plus panelists including Superintendent Belfon, Inspector Thomas and Troy Garvey of the RGPF; and Anita Sutton and James Pascall of MAYAG. Special thanks are extended to De Big Fish Restaurant in Prickly Bay for offering the venue for the meeting free of charge. MAYAG would also like to extend a very special thank-you to all the attending cruisers for their participation and enthusiasm and for the very generous offer to assist with fundraising to enhance Grenada's Coast Guard services.

'Please Avoid Paria!'

On April 3rd, a couple sailing the German-flagged yacht *Spirit of Cologne* were attacked one mile off the north coast of Venezuela along the Peninsula de Paria. During the attack, Hans Jorgen Ropke was shot and killed. After the assailants left, his wife, Angelica, stayed on the boat trying to sail in a northerly direction for four days.

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As all communication equipment was removed she could contact no one. Angelica eventually abandoned the boat in favour of her liferaft and drifted away from the boat, which was left floating and seemingly in good condition. It is reported that the boat was later found on a reef in Los Roques with Hans's body on board.

Angelica was picked up on April 16th at approximately 10:35AM by a merchant vessel at position 13°16'01N, 67°51'01W, treated for exposure and taken to Willemstad, Curaçao where she was taken to the hospital.

The German Net reported that *Spirit of Cologne* was a red steel vessel of about ten metres, powered by an eight-horsepower outboard, and that it cleared out of Carriacou on April 1st.

Yachts are strongly urged to avoid the north coast of the Peninsula de Paria where numerous violent attacks have occured.

New Coast Guard Base at English Harbour

Allison Douglas reports: On April 26th, Antigua & Barbuda Minister of National Security Errol Cort and US Chargé d'Affaires D. Brent Hardt officially opened the new English Harbor Coast Guard facility at a ceremony officiated by Antigua & Barbuda Defense Force Commander, Colonel Trevor Thomas. The newly constructed facility will enhance Antigua's maritime security and counter drug capabilities. This facility, built at a cost of more than US$500,000, will provide a strategic base on the southern side of Antigua that will significantly decrease response times to requests for assistance in the region as well as assisting in drug interdiction efforts. The base is ideally placed to be able to provide support for Antigua's annual Sailing Week.

Changes to Cruising Permits in Grenada

The Government of Grenada has reviewed fees for visiting yachts, and in line with much of the Caribbean, the cruising permit fee is now charged on a monthly rather than "one time" basis.

The monthly cruising permit fees are as follows:

LENGTH OVERALL OF YACHT	FEE
Not exceeding 40 feet	EC$50
Exceeding 40 feet but not exceeding 60 feet	EC$75
Exceeding 60 feet but not exceeding 80 feet	EC$100
Exceeding 80 feet	EC$150

Complete months spent in boatyards are exempt from the above fees. MAYAG has requested that the exemption also be applied to time spent in marina berths, as well as proposing an amnesty period for yachts already in Grenada with an old "one time" cruising permit. MAYAG is awaiting confirmation from Customs on these requests, and we will publish more information as soon as it is available.

Overall, the tax and fee structure for yachts in Grenada is still favourable. Yachts in Transit pay only 2.5 percent duty on imported parts and supplies, and yacht services including dockage and yard storage for foreign-flagged vessels are exempt from VAT.

For more information e-mail MAYAG at mayagadmin2@gmail.com

Karisko's Canoe en Route to Martinique

A replica of a Kalinago dugout canoe left Grenada on May 11th, making stops in Union Island, Mustique, Bequia, St. Vincent and St. Lucia en route to Martinique. The canoe is being paddled by a crew of 27 young women and men. The objective of the journey of the *Akayouman* is a symbolic re-enactment of an ancient



Amerindian navigation route while linking the peoples of the Windward Islands. The Karisko project aims especially to create conditions for the Martiniquan people to re-connect with the Amerindian history and heritage of their island.

For more information visit www.karisko.com

New Yacht Jetty for Dominica, Input Wanted

Andrew Thorley reports: During the summer of 2010, a jetty to accommodate four to six cruising yachts is to be constructed in Toucarie Bay, Dominica. The project is being driven by the village council and the local community is involved at every level. Toucarie is the most northern bay on the west coast of Dominica with protection as good as that in Prince Rupert Bay.

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We are looking to attract cruisers back into the bay (many here remember swimming out to yachts as kids 30 years ago when this was a popular anchorage) and want to ask the readers of *Caribbean Compass* for help. As always, money is tight, but we are investing in buildings and services to enhance your stay here and want to find out what cruisers really need and want.



DOYLE'S CRUISING GUIDE TO THE LEEWARD ISLANDS

We would appreciate receiving e-mails describing what would attract you and what may deter you, what services you would expect and what services would be a bonus. And please don't hold back, we are open-minded to WiFi, beach showers, food outlets, live music, water supply, bread delivery and any other ideas. Just remember everything costs money, and would you be willing to pay?

Toucarie is a pretty bay with a couple of small beaches, a tiny local community, a few "rum shops" and some fabulous snorkelling plus access to all of the northern sights on the Nature Isle.

We are excited about welcoming our yachting friends back; please e-mail us: toucarie@gmail.com

Cruisers' Site-ings

• Snap that fluke! Cruisers can contribute to a humpback whale research project. Please send tail fluke photos of humpback whales seen in the Eastern Caribbean to andrea@eccnwhale.org. For more information visit ***www.eccnwhale.org***

• Island Water World now has a Facebook page. Check it out at ***www.facebook.com/pages/Island-Water-World/361173707609***

• Hands Across the Sea is looking for tax-deductible cash gifts and in-kind donations of new and "gently used" children's and young adult books for our very successful Schools (not Pirates!) of the Caribbean program: ***www.handsacrossthesea.net/HandsProjects.htm***

What kinds of books are best to donate? Caribbean kids need books with Caribbean content (Macmillan-Caribbean is a great publisher), books featuring black characters and multiple races, Big Books sets (from Scholastic), class sets of 15 or more beginning-reader books, books with content that engages boys (adventure, sports, monsters, mysteries) and all manner of fiction and non-fiction books for school and classroom libraries. In addition to books, school principals and school teachers have told us what teaching resources they need — you'll find each school's Wish List on the Hands Wish Lists page. To donate funds, visit ***www.handsacrossthesea.net/Donate.htm***

• Interested in oceans? Visit the World Ocean Observatory's redesigned website at ***www.thew2o.net*** — a more useful and friendly system to link you with thousands of ocean-related programs and organizations around the world and to engage you through web connections, resources, newsletters, events, radio features, subscription services, forums, and educational networks in a global conversation about a campaign for a sustainable ocean.

Find Out More about Chaguaramas, Trinidad

Ruth Lund reports: Three indispensable publications help those visiting Chaguaramas, Trinidad.

The regularly updated, free *Boaters' Directory of Trinidad & Tobago* has become an essential guide for boaters and local business people over the past 15 years and is packed with useful details about Customs, Immigration, suppliers and services available.



Also freely available is *The Bay* magazine, published every two months, featuring news, views, upcoming events and issues that concern the leisure marine industry in Trinidad. These two publications can be obtained from the YSATT office in Crewsinn and many marinas, boatyards and businesses throughout Chaguaramas.

For those who want to find their way not only in Chaguaramas, but also in other parts of Trinidad and Tobago, there is *Navigate T&T*, a street finder with a difference, using aerial photos superimposed with street details to help you find your way around. The first edition can currently be purchased at Budget Marine and there is a new, expanded edition "in the pipeline".

For more information on Chaguaramas see ad on page 47.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers ABC Marine of Curaçao, on page 21; Chaguaramas/Budget Marine Rigging of Trinidad, on page 47; Edward William Insurance, on page 11; and ARC Dynamic, the Boatyard Bar & Bistro, L'Essence Massage, Rodney Bay Sails, and Tony's Engineering Services, all of St. Lucia and in the Market Place section. Good to have you with us!



BUSINESS BRIEFS

Port Louis Grenada says 'Welcome to Summer!'

Danny Donelan reports: Port Louis Marina, located just outside beautiful St. George's, Grenada, is the perfect base for yachts during the summer months, thanks to:



• Our very attractive summer prices for yachts staying longer than one month during Summer 2010. These low rates include free internet with high-speed broadband connections allowing you to run your businesses or easily stay in touch with your family, holding tank pump-outs, some of the nicest bathroom facilities anywhere in the Caribbean, a swimming pool and your own private beach. Paid facilities include water, power and cable TV.

• Other facilities, including restaurants, boutiques, craft shops, convenience store, resort wear shop, chandlery, sailmaking and rigging, guardianage and boat maintenance, provisioning, car rental and taxis.

• Our 170 berths, including more convenient alongside berths than most marinas in the Caribbean.

• Our location at 12 degrees North — outside of the usual hurricane belt.

• A quick hop from the marina is the closest international airport to the Grenadines with great connections to Miami, New York and London in the off season (and also Toronto and Frankfurt in the high season). Fly your friends in for a Grenadines cruise!

• Some of the Caribbean's friendliest people and a low crime rate.

• No 'boatyard boredom'! There are many excellent day-sail anchorages right in Grenada and top cruising destinations in the nearby Grenadines. Fun summer events include the Carriacou Regatta Festival in early August, followed by the visitor-friendly Grenada Carnival.

Port Louis Marina is a walk, bus or dinghy ride from the picturesque capital of St. George's with its colorful shops, bustling market, good restaurants and exciting new jazz clubs, plus chandleries, supermarkets, gyms, playing fields, and tennis and basketball courts. The marina is also an ideally situated jumping-off point for trips to Grenada's rivers, waterfalls, rainforest, white and black sand beaches, and more.

All this makes it a very cool place to spend the summer!

Contact Danny Donelan at danny.donelan@cnportlouismarina.com or call on (473) 435-7431 or (473) 415-0837 for more information on booking into Port Louis Marina this summer.

For more information see ad on page 12.

Keeping it Green at Island Water World

Birgit Roethal reports: Sailors in general, and cruisers in particular, are an environmentally conscious group, no doubt because so much of our day-to-day activity takes place at sea and our travels take us to some of the most pristine places on Earth. Most strive to make their boats as environmentally friendly as possible — just witness the array of solar panels, wind generators, etcetera. A big issue for many is keeping our boats and their various operating systems clean. Most products that deal effectively with the harsh stains, markings and scaling that the seagoing environment inflicts on our boats have to be powerful and most are dangerous and toxic to some degree — a problem in application and disposal.

At Island Water World we continue to search for products with improved environmental and human health characteristics. We are pleased to have become the Caribbean Distributor for EcoConcepts "Green Concepts" marine care products, a range that includes barnacle removers, plus bilge, hull and deck, glass and chrome cleaners, as well as degreasers. All these products carry The US Environmental Protection Agency's Design for the Environment (DfE) seal. This mark enables you to quickly identify and choose products that can help protect the environment and are safer to use. Product manufacturers like EcoConcepts who become DfE partners, earn the right to display the DfE logo on recognized products, having invested heavily in research, development and reformulation to ensure that their ingredients and finished product line up on the green end of the health and environmental spectrum while maintaining or improving product performance.

Find the entire range by visiting our online store at www.islandwaterworld.com. Also look for our own ECO logo, which highlights other truly green products — from solvents to solar panels.

For more information see ad on page 48.

Name Change for Our Printers

Trinidad Publishing Company Limited, which publishes the *Trinidad Guardian* newspaper and has printed the *Caribbean Compass* since 1995, has changed its name to Guardian Media Limited effective 26th April 2010. The prominence of Guardian in the new name is premised on the strength of the Guardian brand and the desire to maintain a historical perspective of the company.

In 1998, the company expanded its products to include radio broadcasting, and in 2005 added television broadcasting. The company is contemplating further expansion into new areas of media, and the change in name reflects its wide range of business.

Trinidad Destination of Choice for Superyacht's Repairs

Trinidad was chosen as the most suitable location for repairs after the 115-foot superyacht *Signe* recently hit a semi-submerged container in the Caribbean Sea. At 120 tons displacement, she was easily hauled at Crews Inn, in Chaguaramas Bay, using their mammoth 250-ton travel lift.

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Peter Laine, of Laine Company Boat Works, was chosen to carry out the extensive repairs to the rudder. Peter is well known in the region as a boatbuilder and repairer, having recently launched the stunning DH550 catamaran *Cheetah*, one of four sister ships built in Trinidad over the past few years.

Signe's skipper, Alistair Marshall, was under pressure to get to the Mediterranean in time for the summer charter season and felt confident the facilities and local skills in Trinidad would suit his needs of high quality, professionalism and fast turn-around. "Peter's a craftsman of the highest order. The repairs went well and we're delighted to have *Signe* back in the water and underway once more," said Alistair as Signe was launched after three weeks on the hard.

For more information on yacht services available in Trinidad see ad on page 47.

No Plans has No Worries with Dockwise

After a recent voyage, which started in Ft. Lauderdale, Florida, took them to Mexico, Belize, Roatan, San Andrés and Providencia, and then through the Panama Canal, Mary and Larry Mason of Sacramento, California are planning to take their Nordhavn 57, *No Plans*, back home from Costa Rica by using one of the Dockwise yacht carriers in November.

"We have used Dockwise yacht delivery services for two Atlantic crossings," said Larry, pointing out that Dockwise takes care of Customs paperwork and includes insurance for each of its voyages, "and we will work with them to get *No Plans* to the next great cruising ground of the Pacific Northwest and Alaska." "The bottom line is we don't have to worry about a thing when our boat is making a Dockwise trip," said Mary. "They take care of the hard part before leaving us in friendly cruising country."

Dockwise has a total of four yacht carriers including the 686-foot (209-metre) super ship *Yacht Express*. They use the float on/float off loading method that allows yachts of any size to be safely floated on and off as cargo. The carriers submerge themselves by pumping nine million gallons of water into their ballast tanks; the vessels are floated into place one-by-one; and then finally they are sea-fastened before the ship pumps dry to prepare for boat transport. The process is reversed to allow the yachts to safely disembark once they reach their final destinations.

For more information see ad on page 16.



Ondeck's Boat Ownership Initiative

Ondeck has launched a new initiative to make boat ownership a reality for all. Potential owners can enjoy Ondeck's unrivalled buying power to acquire an Elan 410 at the best possible price. With bases in the UK, Portugal, Antigua, and the US, Ondeck are able to ensure owning a yacht is affordable through reliable charter income achieved through the Ondeck Charter Management programme which is always looking for quality charter yachts to join its ever-expanding fleet.

As a potential replacement for the still-popular Beneteau First 40.7 fleet on the race and charter circuit, the Elan 410 has already achieved a string of impressive race results, but also makes a comfortable cruiser for sailing with family and friends. It has also become the perfect choice for corporate sailing following an outstanding track record of success in yacht charter.

Ondeck's Russell Lake explains: "Firstly we buy direct from the builder and have negotiated the Elan 410 at a huge saving, then we will handle everything from management of the new build through to delivery, MCA coding for charter and of course managing the charter of it to help pay for the investment. We have an envied reputation for looking after our charter fleet and will make sure each boat is kept in tiptop condition and ready for the owner's use."

For more information see classified ad in this issue.

St. Lucia's International School Earns University Scholarships

International School St. Lucia proudly announces that its recent graduating class of 23 students has been offered more than US$91,000 in scholarships to date. Even more money is expected pending final results — promising to break the US$100,000 mark.

The scholarship money came almost equally from universities in the UK, Canada and the United States. The guidance counselor at the school assisted each student to apply to schools where students' interests were best matched with programs at the schools. Some scholarships were one-off entrance scholarships, while others were offered on an ongoing basis based on continued achievement.

These scholarships reflect the high academic success of its first graduating class. The students have excelled in as many as 20 courses in varied disciplines, often with averages of over 90 percent. Many of these students also represented their country in sporting events, the arts, and other activities such as the Caribbean Media Exchange, environmental conferences, and Youth Parliament.

International School St. Lucia, situated in the Rodney Bay area, offers an accredited private school education from New Brunswick Canada, for primary and secondary students, and university preparation for 16- to 18-year-olds (equivalent to A levels). The school will now offer first-year university on-line. Boarding can be arranged and students from St. Vincent, Bequia, Canouan, Trinidad and China are currently in place. Registration for the 2010–2011 year is now underway.

For more information see ad on page 11.

Low-Season Specials at Lagoon Marina, St. Maarten

From July 1st until November 1st, 2010, Lagoon Marina of St. Maarten is offering low-season specials on slips. Book now!

For more information phone 00599 5442611 or e-mail info@lagoon-marina.com

Fountaine Pajot Owners' BVI Rendez-Vous

Horizon Yacht Charters was proud sponsor of the second Fountaine Pajot Owners' Rendez-Vous which took place in the British Virgin Islands, April 28th through May 1st. Owners were invited to take part by cruising on their own Fountaine Pajot catamaran or on one chartered from Horizon Yacht Charters. Sixteen boats participated.

For more information visit www.horizonyachtcharters.com

***Compass* Welcomes New St. Lucia Agent**

Compass Publishing Ltd. is pleased to introduce our new advertising agent in St. Lucia to *Caribbean Compass* readers.



Maurice Moffat, known as MM and no stranger to the advertising world, joined the sales team in March of this year, with a wealth of marketing experience. In 1974, Maurice was appointed as Radio St. Lucia's first Sales Manager, one of the team responsible for the station's transition from the Government's mouthpiece to a full-fledged commercial radio station.

Prior to that stint with Radio St. Lucia, MM served as Sales Manager with CARDEVCO Ltd, a pioneer of prefabricated wooden houses in St. Lucia, and WITECo, a heavy equipment distributor based in St. Lucia and servicing the OECS. His last full-time position was manager of his own company, C Maurice & Associates.

In more recent times, MM has retired from full-time employment to take up sailing in the waters of the Windward Islands where he is often seen at the popular regattas of Bequia, St. Lucia and Martinique on his faithful O'Day 37, *One Time*. MM's first love is cruising and he never subjects *One Time* to the rigours of racing, but he often has a lot of advice for sailors in the region.

Caribbean Compass welcomes MM to the sales team and wishes him every success in his new venture with the *Compass*.



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ST. LUCIA'S 'PERMIT TO MOOR' NEEDS OVERHAUL

Is the "permit to moor" St. Lucia's way of telling yachting visitors "You are not welcome"?

Clear into almost any country in the Eastern Caribbean that is serious about yachting, and you are free to visit any of that country's harbors. It is not true of St. Lucia.

Let us look in on a sailing newcomer to St. Lucia, clearing into Rodney Bay. He will be asked: "Do you wish to visit any other ports?" The hapless fellow, having heard about the island's beautiful west coast, will say, "Yes, Soufriere." Whereupon, the Customs officer might ask, "And the Pitons?" Our newcomer, who vaguely knows Soufriere and the Pitons are in the same area, says "Sure, why not?"

What this poor fellow does not know is that Soufriere is a port of entry, so he can go there with no problem. But the Pitons are not.

"Well, sir," says the Customs officer, "You must tell me which day you want to visit the Pitons and I will issue you a permit to moor, which costs 25 dollars."

Yes, extraordinary as it may seem, when you visit St. Lucia by yacht you are asked which anchorages you want to visit — and should you want to visit any that is not a port of entry, you must get a permit for the very day you are going to visit, and pay EC$25. This gives St. Lucia the dubious distinction, along with Anguilla, of having the most restrictive and unfriendly cruising regulations in the entire Eastern Caribbean. And if you do not yet know on what specific day you might want to visit such an anchorage, then you will have to return to Customs when you do.

The matter does not quite stop there, because our cruiser, having got his permit to moor, cheerfully sails down to the Pitons and takes a mooring. Whereupon an SMMA park ranger comes along and asks him to pay. "But," says our poor sailor, "I already have paid for my permit to moor at the Pitons; here it is!" "Sorry," says the ranger, "what you have there is a permit to moor, a Customs document, and what I am asking for is an entry fee for the marine park." The rangers will make the guy understand and collect their fee. But the cruiser now feels he has been taken advantage of: charged twice for coming to one place. He might return to St. Lucia, but on subsequent trips he is unlikely to visit any place other than a port of entry — too much hassle for him, and too bad for people in numerous small villages who would like to welcome the yachts into their bays, too.

A couple of years ago I included the anchorage at Laborie, on St. Lucia's south coast (see photo), in my *Sailors' Guide to the Windward Islands* for the first time. This was done at the request of members of the Laborie community, who would like to see more visiting yachts. They even went to the trouble of putting down some moorings for visitors. How much good is that going to do them when any time a yacht skipper decides to go there, he first has to go to Customs at a port of entry, declare exactly which days he wants to visit Laborie, and pay an extra fee to do so?

Imagine for a moment that you are a tourist arriving in St. Lucia by plane. At Customs the officer asks, "Where are you staying?" You say "A hotel at Rodney Bay." He then asks, "Will you be visiting any other locations?" You say, "Yes, I'd like to see the Pitons." He then says, "Tell me which day you want to visit the Pitons and I will issue you a permit; it will cost 25 dollars." If you say, "Well, I am not yet sure which day I will be going," he replies, "Then before you go, come back here to Customs and get your permit; you may not go without it!"

What do you think that restriction would do to day-tourism in the Pitons area? It would be gone in a flash. No visitor wishes to spend his holiday running in and out of Customs offices getting permits to travel within a country. It would be an absurdity for people staying in land-based accommodation. But it is equally unattractive for people visiting by yacht!

How are those of us who are trying to promote yachting in St. Lucia supposed to encourage yachtspeople to visit anchorages such as Canaries, Anse La Raye and Laborie, when they are made to jump through this unnecessary bureaucratic hoop? Most would prefer not to bother, and head up to Martinique or down to St. Vincent & the Grenadines, places with abundant attractive anchorages where no such restriction applies. I do not blame them.

So why is St. Lucia stuck with this absurd regulation? It was put into effect decades ago. I was then working for Stevens' Yachts, which had recently moved from Grenada to Rodney Bay, St. Lucia. The St. Lucia government (then under the late Sir John Compton) was keen to do anything it could to help yachting. There was no Customs office in Soufriere then, but charterers starting and finishing their cruise in Rodney Bay, at the far north of St. Lucia, wanted to break their journey to and from the Grenadines by stopping in the south of the island, at Soufriere or the Pitons. They wished to make this stop both on their way south, after they had cleared out of St. Lucia through Customs, and on the way back north, before they had cleared back in. The "permit to moor" rule was instituted to allow them to do so, making the arrangements when they cleared out. It was, at the time, an excellent rule that, along with St. Lucia's yacht-friendly three-day in-and-out clearance, helped boost yachting.

In the beginning the permit to moor was not used to regulate yachts during the time they were cleared into St. Lucia. Now it is, and has become a very yacht-unfriendly, restrictive regulation — and because Soufriere is now a port of clearance, it is totally unnecessary.

Furthermore, it is an embarrassing enough regulation that Atlantic Rally for Cruisers (ARC) yachts are exempted from it every year! Yes, when the ARC comes, St. Lucia wants to make a good impression, so the permit to moor is not applied to ARC boats — some 200 of them annually. If it is not necessary to apply this rule during the ARC arrival, why is it necessary to enforce it at any other time?

The next question is, why doesn't it get changed? Some people tell me it is because the Customs Department really needs the income the permit to moor produces. (I find this difficult to believe and in any case, from a government point of view, it would be a totally dysfunctional way to proceed. If Customs needs yacht income, let them charge every arriving yacht EC$5. It would more than make up for abolishing the counter-productive permit to moor.) No, I think it is there as a historical artifact, and it has not been changed because it tends to fly below the radar of most people in St. Lucia who perhaps could get it changed. When I mentioned it to two people, I got the same reaction: "You mean they are still doing that?"

It is time to change this regulation and bring St. Lucia in line with other islands in the Eastern Caribbean that are serious about yachting.

When your paperwork has been completed, every Customs officer should be able to say: "You have now cleared in; enjoy sailing around St. Lucia!"

Editor's note: We passed Chris's article on to Cuthbert Didier, the St. Lucia Ministry of Tourism's new Director of Yachting. His reply follows.

Dear Editor,

Since receiving your most recent Deck View from Chris Doyle, I have met with the Comptroller of Customs and two of his high-level staff members here in St. Lucia to discuss the "permit to moor" regulation.

The general consensus is that this piece of Customs legislation is out-dated and needs to be reviewed. Systems are being put in place in Soufriere and other ports to address the way the regulation is being implemented.

The way forward as I have recommended is that the Customs "mooring of yachts regulation 15.05" be repealed, and that this fee be captured in a single yacht-licensing fee to be provided under a St. Lucian Yachting Act.

This fee structure/regulation was born out of the need for the Customs Department to get a clear sense of where yachts were moored once cleared into St. Lucia. Now, with two marinas, well-organized marine parks, and a better-organized Customs Department, indeed there are other more efficient systems that can and will be implemented.

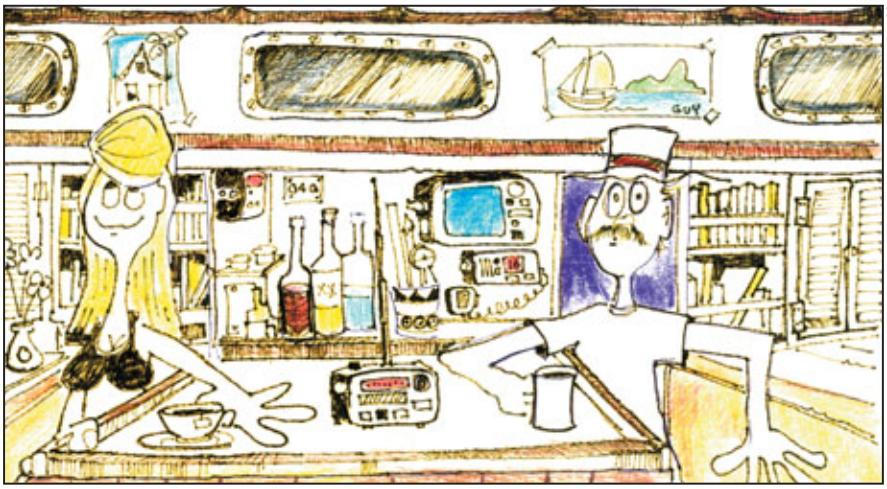
St. Lucia will address this regulation and a firm date has been set by my office and the Comptroller of Customs to submit a new framework to the powers that be. I will submit the new policy by mid-June.

In the meantime I have requested that the Comptroller of Customs issue an internal policy to ensure the scenarios that Chris outlined no longer take place.

Thanks for the insightful article, as we do know constructive criticism is key to ensuring our yachting sector remains vibrant and hassle-free.

Regards,
Cuthbert Didier
Director of Yachting
St. Lucia




GUY DEAN

SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0600	0200	NMG Broadcast	B	Wefax*	USB
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Trinidad Emergency Net 9Z4CP	3855	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 2)
1100	0700	Caribbean Maritime Mobile Net	7250	Voice	LSB/ham (Note 3)
1100	0700	Bahamas Weather Net	4003	Voice	USB
1110	0710	Puerto Rico/VI Weather Net	3930	Voice	LSB/ham
1120	0720	C6AGG Carolyn Wardle Weather Net	3696	Voice	LSB/ham
1130	0730	KP2G Caribbean Weather Net	7086	Voice	LSB/ham (Note 1)
1200	0800	NMG Broadcast	B	Wefax*	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 2)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 2)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
1800	1400	NMG Broadcast	B	Wefax*	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net	7086	Voice	LSB/ham
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0000	2000	NMG Broadcast	B	Wefax*	USB
0330	2330	Offshore Forecast	A	Voice	USB

** Since November 3, 2008 several radiofax charts produced by the National Hurricane Center which are broadcast from New Orleans are based on information from different model run times. A 36-hour wind/wave chart has been added to the New Orleans broadcast. For full details visit www.nhc.noaa.gov/radiofax_transmission_changes.shtml*

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

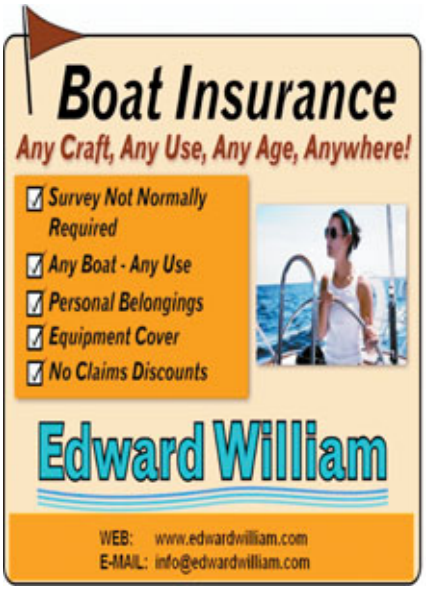
Note 1: An in-depth voice report followed by faxes and SSTV, except Sundays.
Note 2: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssb.html
Note 3: George comes on approximately 0710 with a weather synopsis, then moves to 7086 and at 0730 gives the complete Caribbean forecast including rebroadcasting WEFX.

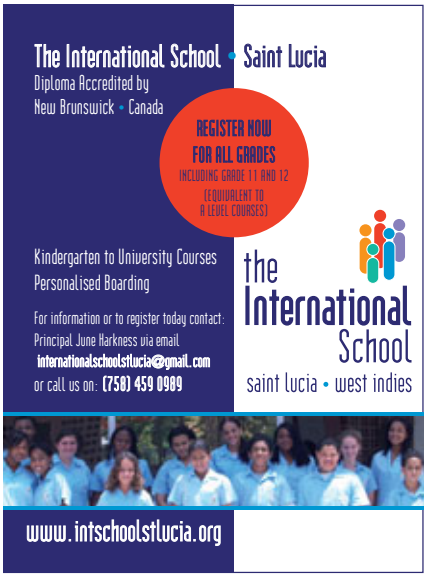
• WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
• During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
• Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.
• For cruiser info, check out the Coconut Telegraph at 1200 UTC (0800 AST) at 4060 USB.

SELECTED CRUISERS' VHF NETS

St. Martin/Maarten	0730	VHF 14	Monday-Saturday
English Harbour	0900	VHF 68/06	Daily
Grenada	0730	VHF 68	Monday-Saturday
Chaguaramas	0800	VHF 68	Daily
Porlamar	0800	VHF 72	Monday-Saturday
Puerto La Cruz	0745	VHF 72	As available

Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of Compass went to press. Interested in becoming a fact-checker of this schedule for future issues? Please contact sally@caribbeancompass.com.







Port Louis Marina, Grenada – beautiful, welcoming, and affordable

port louis
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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 – and on the doorstep of the unspoilt Grenadines – it's the perfect base for cruising, all year round.

Now, with our new summer rates, 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 wi-fi and more. Technical services, chandleries and haul-out facilities are also available, either on-site or close by.

In addition to its welcoming atmosphere and stunning natural beauty, Grenada is close to 12°N and therefore outside the hurricane belt, which means yachts can remain safely afloat throughout the summer. 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 summer berth at Port Louis Marina, please contact Danny Donelan on +1 (473) 415 0837 or email danny.donelan@cnportlouismarina.com

SPECIAL SUMMER RATES – MAY to OCTOBER*

LOA in feet	Monthly rate	LOA in feet	Monthly rate
up to 32	$330	up to 65	$1150
up to 40	$520	up to 75	$1350
up to 50	$715	up to 80	$1760
up to 60	$930	up to 100	$2265

**Prices valid for bookings of one month or longer, between 1 May and 31 October 2010.*

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Double-Enders: DE MEN FROM DE BOYS!

by Orbin Ollivierre



Bequia Easter Regatta 2010 Double-Ender Winners

Class 1
1) *Knowledge*, Ryan Marks, Bequia
2) *Rat*, Dwayne Gregg, Bequia
3) *Lady G*, Mickel Joseph, Bequia

Class 2
1) *My Love*, Stanley Harry, Bequia
2) *Never D*, Alfie Osborne, Bequia
3) *Bennita G*, Rashiv Simmons, Bequia

Class 4
1) *Unity*, Silas Mulzac, Union Island
2) *Ark Royal*, Dickson Bynoe, Canouan
3) *Liberty*, Elmore Snagg, Canouan



Kingsley Stowe, (right) skipper of Tornado, *receives the Admiralty Transport trophy from Godwin Friday*

Class 5A
1) *Tornado*, Kingsley Stowe, Bequia
2) *Nerissa J 2*, Vernon Laidlow, Canouan
3) *Nerissa J*, Matthew McLaurean, Canouan

Class 5B
1) *Shamu*, Ekron Bunyan, Bequia
2) *More Worries*, Andy Mitchell, Bequia
3) *Devine*, Delacey Leslie, Bequia

Class 6
1) *Limbo Dance*, Allick Daniel, Bequia
2) *Iron Duke*, Evan Chambers, Bequia

Class 7
1) *Lightning*, Emmanuel Bethel, Bequia/Petite Martinique
2) *Confusion*, Wayne Gooding, Bequia
3) *Double Bluff*, Lashie King, Bequia

Oh how time do fly! It April de 3rd an' it look like it was yesterday Ah was standin' here doin' de same t'ing. Yes, is de Bequia Easter Regatta an' we on Lower Bay beach ready fo' start de open boat race. Is nine o'clock an' de yachts getting' ready fo' start too. It got 53 ah dem, all sail colour, all nationality out in de bay. Dem look good. It look like we go' ha' fo' change some ah we sail colours too — we got white sand an' white sails, hard on de eye! But Heineken an' Mount Gay blend in ah bit wid dem feather flags mek de beach look pretty.

Well ah count 31 boats on de sand but is 33 registered. Two is Seven' Day Adventist and dey goin' come tomorrow. We got three big boys from Carriacou, *Hurricane*, *Skyler* an' *Passion*; two from Union Island fo' de first time, *Unity* an' *Unity 2*; seven from Canouan wid name like *Nerissa 1* an' *2*, *Ark Royal*, *Liberty*, *Scope International*, *Shark* an' *Spy*. From home we got de ol' *Iron Duke* an' *Limbo* an' in de big boys is *Confusion*, *Lightning*, *Bequia Pride*, *Braveheart* an' ah new one dis year, *Double Bluff*. In Class 5, from Bequia we got *Tornado*, *More Worries*, *Shamu*, *Shannalou* an' not stayin' home *Devine*. In de small classes we got *My Love*, *I-C*, *Bennita G*, *Never D*, *Knowledge*, *Rat*, *Lady G* an' *De Reef*.

Is 11:30 an' off dem go. De weather nice, ah gentle breeze, water smooth — no bottom up today. Course down to West Cay an' ah triangle off Paget Farm an' finish off de ramp. Ah say de wind light an' de sun hot but dem boat eat up de time. Before ah could reach round south, some ah dem done finish. Nex' year, we go' ha' fo' mek de track longer. But ah tell yo', *Lightning* flash t'rough de finish line ah good time ahead ah de others, *Hurricane* also, in second place. Well, dem boat got sail like joke so dem slidin' in de smooth water an' light breeze. Today is just de warm-up — dat is de excuse fo' today. Tomorrow go' be de fight.

Sunday course fo' de big boys, start Friendship, up to Hope Rock, triangle off Paget Farm, down to West Cay, upwind finish off Hamilton Point. We go' see de men from de boys! Eleven o'clock start, weather fair, wind touchin' northeasterly about 12 to 15 knots, water smooth. Off dey go — dem lookin' good, all eight ah dem: *Confusion*, *Bequia Pride*, *Double Bluff*, *Braveheart*, *Lightning*, *Hurricane*, *Skyler*, *Passion* wid *Limbo* an' *Iron Duke*. What ah beauty! Dem turn Hope Rock an' downwind dey go, all stretched out. *Lightnin'* an' *Confusion* fightin' on de draw but *Skyler* catchin' up fast. Dey turn de Adams Mark an upwind to Semple Cay, tack fo' tack until, *Confusion* comin' in on starboard an' *Skyler* goin' off de land on port: nobody want fo' give way, man shoutin' from all two boats but nobody budgin'. Bam! Collision, no damage but top paints change colour. Protest time — ah know who wrong but dat fo' later.

Dem go round de mark an' downwind neck an' neck, *Lightning* an' *Confusion* again because *Skyler* slow down ah bit after de collision. But on de upwind leg is good breeze an' she pass everybody again to finish first across de line. *Double Bluff*, *Bequia Pride*, an' de others trailin'. Dey go' catch up on de north side (says me!). But not to be; *Confusion* an' *Lightning* in contention, tack fo' tack an' close, one tack fo' de finish. *Lightning* tack, *Confusion* ain't cover — bad move — *Lightning* hit de finish in second place. As fo' de protest, *Skyler* admit she wrong so dat is dat. She get penalized which give *Lightning* de first again. *Double Bluff*, it look like she ain't shuffle de pack never mind fo' play dem: *Bequia Pride* still puttin' up ah good fight. As fo' *Confusion*, she livin' up to she name. Two down, one more fo' go. Tomorrow go' be another fight.

But we standin' here havin' ah few green ones an' me thoughts racin' too. Ah gone back to me good friend Mackie an' *Trouble* an' what we went through an' how fast t'ings come an' go. Dem old people say when king dead, nation done. When ah look at *Trouble* ah believe dat. Ah mention *Trouble* but we ha' names like *Baltaza*, *Bluff*, *Perseverance*, *Spank*, *Cloudy Bay*, all missin' on de track. We will ha' fo' do somet'in' about dat or sooner rather than later, our numbers will be few.

Ah t'ink about our first racin' trip out ah de Grenadines. We went to Tobago on de tugboat, *Stratmann*. I skipper *Iron Duke* an' Mackie in *Trouble*. Ah beat him of course but we had ah very good time! Those were de days. But now Mackie has passed on an' ah hope dey don't allow *Trouble* to do de same.

Well, Monday is here an' if yo' remember, ah say Saturday was de warm up. Sunday, it was hot. Well today, it might simmer down but ah don't t'ink so. Race course short, small ones doing two laps in Admiralty Bay, big boys around to Whale Cay an' back. Yo' notice ah say Whale Cay. De real name is Semple Cay but, fo' de first time in ah long time, dem beach three whale dis year. So ah go' call it Whale Cay. Anyway, it blowin' ah good breeze an' off we go, downwind to West Cay. All boat turn an' on de upwind leg. Den bam! *Skyler* break she sprit an' retire hurt. De current goin' southwest strong an' all boat tackin' on de shore except for *Double Bluff* off course. She goin' out mid-channel away from de mark before she tack. Ah wonder who *Bluff*in' who? Dey turn de mark an' downwind again, *Confusion* an' *Lightning* at it again an' so is *Bequia Pride* an' *Double Bluff*. Dem pair off fo' do battle on de upwind leg. Dey getting' close to de finish an' *Confusion* coverin' *Lightning*, tack fo' tack. *Lightning* beat *Confusion* on Saturday an' Sunday but not today. *Confusion* on top all de way to de finish. As fo' *Double Bluff*, she beat out *Bequia Pride* fo' two days but not today.

All boats on de north side now headin' fo'de finish. So ah decide fo' get on de committee boat, get ah cold one an' watch dem finish. Yes, *Limbo* cross de line beatin' out *Iron Duke*. Next, *Tornado* beat out de *Nerissa Js* an' *Shamu* beat *More Worries*. But ah ha' fo' wait ah bit longer because *Devine* way, way back. De man is 80-some years old an' might be his last crossin' so ah ha' fo' give him ah three horn salute!

Ah very good regatta, well done everyone. We go' meet in Canouan at Whitsuntide.

Top left: Fighting to windward in Class 7

Below: Class 5A start on Easter Sunday



ALL PHOTOS: WILFRED DEDERER



Coming 'Round the Marks:

ASCHANTI'S CREW CONQUERS

by David H. Lyman

Above: A true classic — sleek, strong and fast



Right: Jason, the Genoa winch tender, enjoys a bath in warm Antigua waters as the schooner drives into building seas

"TWO minutes to tack... ready the Number Two Fisherman..." The 114-foot Bermuda staysail schooner *Aschanti IV* is nearing a downwind mark on the third day of races during this year's Antigua Classic Yacht Regatta (ACYR), held April 15th through 20th.

On the foredeck and amidships, just forward of the mainmast, the crew of 16 red-shirted men led by two white-shirted women — two of *Aschanti's* four permanent women crew — goes into action. The Genoa begins to disappear on its headstay, the Number One Fisherman comes rattling down, manhandled to the deck by a team of three men with Thea, *Aschanti's* first mate, right in the middle, her dark shoulder-length hair whipped by the 18 knots of wind. Halyards are rigged to the smaller Fisherman on the other side of the foremast, sheets are led back to the lee winch, all is now set.

"Tacking..." comes the command, then a single loud clang of the ship's bell rings out, the skipper's signal to all that he is putting the helm down. "The bell is better heard than any voice command," *Aschanti's* skipper, Kalle, told me later. "We use the ship's bell for a lot of maneuvers. The bow is a hundred feet away, and the bell can be heard with more reliability than voice or hand commands." Kalle or Karl Peter Ebner, has been *Aschanti's* skipper for ten years, driving this 100-foot-plus steel schooner during each of the Antigua Classic Regattas during that time.

The schooner comes slowly around the mark. "It takes time to tack her," Kalle admitted. "We have to roll in the Yankee, take down one Fisherman, rig and raise another, then roll out the Yankee before we are on the new course. We lose a minute or two each time we change direction. That costs us, but on these longer courses, we can gain lost time over the other boats. This schooner was built to make fast runs on long tacks."

The staysails forward and midships and the main go over naturally. Steph, the cook, who does double duty as mainsheet tender, adjusts the set to the new tack. The smaller Fisherman is raised, flapping and dancing as it is hauled up the foremast, the sheets hauled in. Meanwhile, the powerful Genny on the forestay is unrolled, the sheets trimmed and the schooner settles down on a windward course. The black-hulled schooner lays over and the speed rises: eight, ten, 12 knots. Jason, a professional skipper from Florida who had joined *Aschanti's* volunteer crew the day before, is on the jib sheet winch to leeward, buried shoulder-deep in warm Caribbean sea water as *Aschanti* heels, pounding into four-foot swells, her lee decks awash, spray flying.

Aschanti was built in 1954 in Bremen, Germany. She's had a number of incarnations, with many of today's experienced skippers serving aboard her as crew, mechanic, hostess or cook over the past six decades. The rig is that of a staysail schooner, with the ability to fly a Fisherman staysail above her main staysail. There are three possible foresails, including the Yankee, the Genoa and the staysail on a self-tending boom on the inner forestay. The slot between the headstay and the first inner stay is too narrow for the Genoa to be tacked or jibed. This large sail has to be rolled in on the hydraulic furler and reset on the other tack. The decks are teak, as is all the trim, expertly varnished to a warm glow. The deckhouse aft is a raised coach house with large windows, with a covered "patio" that features an ample dining table with an inlaid map of the world set in various woods. The wheel and control station are aft of the dining area, with a whale's tail made of laminated woods for the helmsmen's seat. The interior is traditional paneled mahogany with modest accommodations for a 114-foot yacht. The owner's quarters feature a large sleeping cabin and adjacent office/library and en-suite head, all to starboard. To port are the captain's quarters. Forward are the crew's mess, galley and crew's living spaces. The after half of the yacht is devoted to mechanical spaces.

But while the schooner is impressive to observe underway, it is the crew that impresses me most. Kalle's management style is quiet and reserved. He never shouts. The large brass bell over the helm does his talking for him. Peter Fried, owner of *Aschanti* for the past eight years, has a hands-off approach, content to confer with Kalle on racing tactics and sail management, serving as the skipper's voice when orders are passed to Celine and Thea who are running the ship's wind engine forward: the five sails that need constant tending.

—Continued on next page

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Sabre M225Ti

—*Continued from previous page*

The crew during this ACYR included Kalle's four regular, paid female staff: Cecile, Thea, Steph and Ping, all dressed in white polo shirts. The all-male volunteer crew of 16 was made up of experienced sailors, many of them skippers on their own boats. Five were from Germany, sailors who had sailed with Kalle on *Aschanti* before, but 11 of the crew, all dressed in red polo shirts, were picked up off the dock the day before the four-day series of races began.



Left: Skipper Kalle is surrounded by his crew of female sailors: hostess Ping, chef Stephanie, Thea, Celine and a friend cut it up in front of Aschanti, *docked at English Harbour*

Right: Aschanti's *bell, which signals sail changes and anchoring procedures, and summons crew aft for a meeting*

My job, working on assignment, was to photograph the race and find a story to write. While many interesting stories presented themselves, one stood out as unique — it was Kalle, *Aschanti*, and her four-woman crew, and how they jibed with the volunteer crew. The four female crew showed the men they knew their boat, her rig and how to sail her in a race. Their professionalism and focus was a joy to watch — and to photograph. Thea, 30-ish and a former interior designer from South Africa, has been on *Aschanti* for the past two-and-a-half years and the First Mate for a year, ever since Celine, from Avignon, France, relinquished the job to travel around Europe. "I needed to do something different," Celine says. "When *Aschanti* enters one of these classic regattas, Kalle calls me back and Thea and I share the deck work for the races."

These two women lead the 16 men more by example than by instruction. The only voices that are raised are those that need to be heard above the cacophony a schooner makes as it plunges through the seas in 20 knots of wind. There are no arguments, but frequent discussions as to procedures for rounding the next mark. There are no egos on the part of the men, who follow the young women's lead. Thea and Celine show no uncertainly as to what needs to be done to get the boat on a new tack, and for getting her back up to hull speed as fast as possible. They rely on years of experience in racing and moving this boat around the world.

"I knew it would be a challenge to manage this large a crew of men," admitted Thea. "But it worked. We were lucky with the volunteers we were able to find walking the dock." Of course *Aschanti*, with her impressive lineage of winning regattas in her class, her gleaming brightwork, polished black topsides and towering, varnished wood masts, is a Mecca for any sailor knowledgeable about classic yachts.

A schooner this size, with large sails and heavy rig, is a difficult boat to handle. The crew of 20 was barely enough to sail her in the races, but Kalle took her out by himself for the Thursday's Single Handed Race, coming in second to *Galatea*, a slender 90-foot ketch built in 1899, skippered by Judd Tintinus. "It's hard, but it's easy," said Kalle. "We get away from land, give the boat some room, then the crew raises the sails and departs in the ship's tender. I'm left alone with one other person for safety. There's a lot of running around the decks," said Kalle, an agile 56 years old. "Even the big J boats could be sailed singlehanded, once the sails are up. They just think they need a crew of 50 on board."

"The next mark is a jibe… five minutes to the mark."

Stephanie hauls in the main sheet. Ping, the hostess, releases the starboard running backstay and, as the yacht passes through the wind, rushes to port and sets up that backstay, then gets out of the way. Kalle is steering, conferring with Peter, the owner. With Thea and her crew working the Fisherman, and Cecile and her crew amidships working the Genny sheets and the other staysails, *Aschanti* rounds the mark and settles in for another drive to windward. *Aschanti* carries a spinnaker, but there are penalties for using it and the various legs of racecourse are too short to make it practical to use.

Kalle's method of training his crew is practical. "We sail this boat a lot. When the owner and his family are aboard, we are sailing. When he's not, we are delivering the boat to the Med, to the Caribbean, and this spring, up to Maine for a generator replacement. None of us have been to Maine before, and we hear it is the place to go if you sail a schooner.

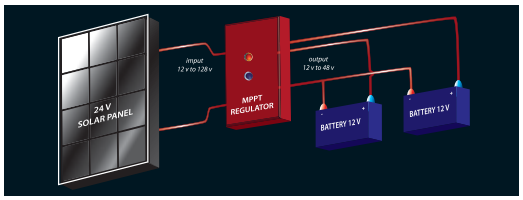
"The girls know the rig, the lines, the systems and the procedures for setting and dousing the sails," continues Kalle. "They could do it in the dark — and they have. Besides, they all come from sailing families, as did I, so sailing is in our blood. You might say, they learned at someone else's expense." Stephanie, who speaks like she's from California, is really from the Azores. She has been on the schooner for three years, working as hostess on *Aschanti* for a year, then moving up to chef. "I can cook because I grew up helping my mother cook." Ping, the present hostess, is the daughter of one of *Aschanti's* former mates and engineers who served with Kalle years ago. A former fashion designer's rep in her native Melbourne, Australia, she is a born people person. "When I finally give up this globe-trotting yachting life, I'll move back to Australia and work in sales or the service sector…."

Kalle likes his all-female crew — "there are no ego clashes" — and the ladies like Kalle, who is part father, older brother and mentor. And the girls also like *Aschanti*, and who wouldn't. She's a true classic — sleek, strong and fast — and she wins races while providing a level of comfort in elegant surroundings for the owners and his family as well as for the crew.

Aschanti *won first overall in Classic Class A with two second places and two firsts. For complete Antigua Classic Yacht Regatta 2010 results see Regatta News on page 20.*



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IN THE PINK!

by John Duffy

Tracy Edwards may have started the trend of all-female yacht crews when she skippered the yacht *Maiden* in the 1989 Whitbread Around the World Race but Tracy's crew had nothing on the Pink Ladies of the 2010 Antigua Classic Yacht Regatta.

Sporting pink bikinis, pink skirts and, by the end of the first day's sailing, pink skins, the Pink Ladies, sailing their appropriately pink-hulled Carriacou sloop named the *Pink Lady*, were the talk of the regatta.

Skipper Kirsty Morrison, a former architect from London with a long history of sailing in all parts of the world and now a yacht skipper in the Caribbean, related the story of her desire to race a pink Carriacou sloop with an all-girl crew in the Antigua Classic Yacht Regatta. The dream started about three years ago with little chance of realization, but two years ago, sailing past Palm Island in the St. Vincent Grenadines, Kirsty spotted the impossible: a pink-hulled Carriacou sloop. It belonged to Robert Barrett, owner of the Palm Island Resort and the St. James's Club in Antigua. Kirsty spent two years pestering Robert to sell her the yacht without revealing her secret motive. He wouldn't sell. Eventually, with six weeks to go before the 2010 Antigua Classic Yacht Regatta, Kirsty told Robert of her dream and he immediately not only agreed to lending her the boat but also to financing the whole project — on condition she prepared the yacht for the regatta, no easy task. The Carriacou sloop required a new engine, complete re-rigging, sails and myriad other repairs.

With only a few days to spare, Kirsty set sail for Antigua but had to turn back in bad weather with a broken propeller shaft. On the second attempt the *Pink Lady* was accompanied by a modern yacht, *Bombay Sapphire*. On board the Sunbeam 44 was Jo Spinks from Scotland, on a date in St. Lucia with Allan McCashin, the skipper of *Bombay Sapphire*. She was immediately acquired as *Pink Lady* crew despite her total lack of sailing experience.

Lack of sailing experience did not seem to disqualify anyone from becoming a crew-member, as two of the ten Pink Ladies had no prior knowledge of sailing. In balance, there were five experienced lady skippers on board. When asked if this caused a conflict with Kirsty as skipper of *Pink Lady*, it was forcefully pointed out that ladies did not suffer the testosterone problems men might have in the same situation.

Despite the fact that all bar one of the girls had never met before, Kirsty being the common denominator, they seemed to gel as a team very quickly and soon gave each other nicknames pertinent to their characters or physical attributes. Nicknames were hand-written on the back of crew T-shirts, the ink running into streaks in the first shower of rain, adding to the Pink Ladies' style.

Some of the crew travelled a considerable distance to take part in the racing. Mei Chung, otherwise known as "May Day" as a result of feeling seasick in anything more than a flat calm, first met Kirsty in Hong Kong and flew in from New York to take part. Nicknamed "Heinie", an American expression for a shapely behind, Jan Hein's experience sailing in Carriacou sloops — she first sailed on her brother-in-law John Smith's *Mermaid* 30 years ago — made her a very useful addition to the crew.



CLARK LAUREN

A Classic contrast: Rebecca *and* Pink Lady

With no winches aboard *Pink Lady*, it takes three girls to hoist the sails. Jo Spinks, nicknamed "Mama San" and also known as "Muscles", bounced the halyards at the mast, assisted by Belinda Jones ("Killer Bee") with Jan Hein tailing. Even tougher without winches is sheeting in the jib. To reduce the required muscle power, the jib sheets had been rigged with a two-to-one purchase. Four-to-one was considered, but the amount of rope lying around the deck would have proved to be a hazard. The solution was to have two jib trimmers and the jobs fell to Marcy Finnas ("Psycho Betty") and Mary Stoof ("Scary Mary") with Sophie Brain ("Sweet Lips") tailing the sheets. Christine Mattson ("Tipsy Gypsy") trimmed the not inconsiderable mainsail assisted by Katherine Gilbert ("Baywatch Babe"). Skipper Kirsty ("Thirsty Kirsty") helmed throughout the regatta.

On the first race *Pink Lady* was last to finish among the five boats in Traditional Class B, but her crew, dressed only in their pink bikinis, crossed the line to loud applause and the sounds of horns and guns fired from the Committee Boat. And on the second day, when *Pink Lady* achieved a third place, there was much celebrating with, naturally enough, pink champagne. Although *Pink Lady* brought up the rear of her class on Days 3 and 4, at prizegiving the Pink Ladies were awarded a bottle of "St. Barths Pink" rosé for being the regatta's "most attractive and most enthusiastic crew".

For more information on the Pink Ladies visit www.TeamPinkLady.com.



The Pink Ladies, left to right, front row: Christine Mattson, Sophie Brain, Katherine Gilbert, Mary Stoof, Mei Chung, Marcy Finnas and Kirsty Morrison. Back row, left to right: Belinda Jones, Jan Hein and Jo Spink



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Getting There is Half the...

by Kirsty Morrison



RALPH TROUT

Boatbuilding in Carriacou: the construction of the 1975-vintage Pink Lady *(ex-*Super Mac*) would have been very similar to that of this more recent build*

For me it was a realization of a three-year dream. I brought *Pink Lady* 300 miles from Carriacou and raced her with some of my most inspiring female sailor friends, all clad in pink bikinis, in the Antigua Classic Yacht Regatta 2010.

Pink Lady, a 37-foot traditional Carriacou sloop, was built on the beach in Windward, Carriacou by Ellis McLaren, a now 86-year-old shipwright, in 1975. In those days she was called *Super Mac* and a friend of mine remembers working on her in his youth when she was run as a fishing boat. Ten years ago she was bought by Robert Barrett, owner of the Palm Island Resort, painted pink and renamed. She was run as a day-charter boat for guests from the resort. Consequently her rig was reduced to lessen the heeling and the ensuing squealing of the tourists. For the last two years, she had sat prettily but sadly, on her mooring ball off the golden sands of Palm Island, unused and unloved.

I first spotted her while running a charter out of Bequia. I had always dreamed of building one of these sloops, painting her pink and taking her to Antigua. To my disbelief, here she was — a pink Carriacou sloop already existed! No need to build; I just had to get my hands on her. After two years of negotiations with Mr. Barrett, I finally received a call begrudgingly telling me "you can take the boat" to race in Antigua. The deal was that he would cover all costs but I had to make it happen. I flew down to Palm Island the next day to assess the situation and begin the overwhelming task of getting this baby to Antigua in a ridiculously short time. She had no engine, rotten sails, her deck planking was split from months of baking in the tropical sun with no saltwater baths to keep them moist, the bilges were full, and the rigging was frayed. The only things on board were an anchor and a child-sized fender. I could never bring myself to throw that little fender out and it doubled as a perfect pillow on the delivery north!

We towed her down to Carriacou and hauled her out at Tyrrel Bay Yacht Haulout. Ellis's son came down and caulked the bottom and the deck planks. We repainted the bottom and deck. We replaced the rigging, the lines, cleats, and blocks.

The Antigua Classics were due to start on April 15th. A week before Easter, *Pink Lady* was finally ready to sail up to Bequia. The day we splashed it rained the first drops in months. "The rain blessin' *Pink Lady*," the local boys told me. I had a sleepless night before I embarked on my first passage with this old girl.

The weather was terrible with high winds and the largest seas of the winter, but she took them like a lady and the sail just about held out. Although this shakedown instilled some confidence in the seaworthiness of the hull I was still nervous about the sails, especially given the lack of engine. In Bequia I managed to find some old sails a friend, Fixman, had inherited when he bought his boat, *Tjeldjoy*. After a day of dragging them out of his bilges and measuring for the most suitable size I took an oil-stained, but markedly less rotten, piece of canvas to my friend Alick the sailmaker. He was bubbling with excitement at the prospect of creating something to make this little local boat go faster. He told me his philosophy of sail design: you had to balance the sails so that you could let go of the tiller for enough time to be able to have a smoke!

We gave the sail as much roach as we could, given the fixed backstay, and added five battens fabricated from PVC pipe. Two days later Mr. Barrett called and said he was flying a new engine to St Vincent. He cleared it through Customs in half a day and we had it installed over the Easter weekend. Suddenly things had changed; miracles do happen in the Caribbean.

One of my Pink Ladies, Christine Mattson, flew down from Tortola and two of my favourite Bequia boys, Noel and Iba, joined us for the delivery to Antigua. We were not ready to leave on the Thursday and Saturday was cutting it too short. So we took the plunge, threw gifts to Neptune, and started this voyage at dawn on a Friday.

Off the north end of St Vincent we encountered some of the worst seas I had ever seen in the Caribbean. There were 20-foot walls of water bearing down on us with at least 30 knots of wind howling by. *Pink Lady* took it well, but I was nervous as I scanned the horizon and saw constantly grey skies with no indication that this was a passing squall. It seemed like a (totally unforecast) system that was set to stay. After two hours of hammering I made the call to turn back. I saw an even greater density of whitecaps ahead; this was only going to get worse.

We limped into Cumberland Bay cold, wet and despondent. The forecast, it seemed, was the same for the next four days. A friend who had left ahead of us said it was the worst he had seen that channel in eight years of crossing it. It seemed we had paid for leaving on a Friday and now I seriously doubted we were going to find a window to get us to Antigua in time for the Classics. I couldn't believe it was all falling apart so quickly.

The next morning we figured we would go and poke our nose out into the channel and see what it held. I couldn't imagine that those seas would have lain down in less than 12 hours, but at least we could go and look.

The crew fell silent as we came out of the lee and into the channel, waiting for the seas to build and the dream to be over. But nothing happened. The seas were flat; we couldn't believe it was the same water. "Temperamental thing, the sea," Chris muttered. "About as temperamental as a menopausal woman," I replied and we both laughed in relief.

It was so calm that we decided to crank up the engine. I turned the key, the engine started, I put her into gear, no prop. I went from forward to neutral to reverse a few times, and still nothing; the prop was not turning.

—Continued on next page

'I first spotted her sitting prettily but sadly on her mooring ball off the golden sands of Palm Island...'

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—Continued from previous page

I climbed down below and shimmied myself alongside the engine. Immediately our problem glared at me; there was about a foot of air between the engine coupling and the shaft — the shaft was no longer connected. There was enough breeze to sail so we decided to keep going and see if we could fix it along the way. We found all four bolts in the bilges, although one was sheared. We retrieved the nuts and managed to put the coupling back together. Every hour we stopped the engine and tightened the bolts. Then we noticed that the mountings were loose and misaligned and there was a steady stream of water pouring out of the stuffing box. We limped in the cold, dark, pouring rain into Rodney Bay, St. Lucia, and again wondered if our dream was ever going to happen.



DE CAMPS

We made it! Pink Lady *in Antigua for Classics 2010 — a dream come true*

A friend came and picked us up, cooked us dinner, gave us a hot shower and put us to bed in 1000-count linen. In the morning I scoured the docks for friends and family whom I knew were there. It was Sunday so I would have to rely on them to scavenge the parts I needed. I found a new bolt for the coupling, two locking nuts and two locking washers, thanks to my father's well-stocked Brewer 40, *Lasgair*. I borrowed wrenches to keep the stuffing box tightened and two jerry jugs to fill with diesel, as now our only option was to head straight up without stopping. By lunch-time we were off. A friend of mine, Allan, left with us on his Sunbeam 44, *Bombay Sapphire*, and promised to shadow us in case of any more mishaps. This was our saviour, as it meant we could sail straight through to Antigua and might still make it in time to race.

Three humpback whales crossed our bow as we left Rodney Bay and immediately the atmosphere changed. We really felt as if there was a chance we would make it.

We crossed the channel to Martinique in magnificent style — on a beam reach, hitting eight knots more than once. Alick had done his job; we hardly touched the tiller. A night passage to Dominica went without incident until suddenly the headsail started to flog and I realized we had lost our halyard. We motored into Portsmouth early that morning, wondering how we were going to get someone up the mast on our winchless boat. Then we realized we had a winch on board, as Noel hand-pulled Iba up the mast and the halyard was re-threaded. After that it was "plain sailing" — only one more island to go.

We sailed with a gentle breeze that evening through the lee of Guadeloupe. The sun was setting to the west and a rainsquall over the land produced a glowing rainbow to the east, Chris and I stood on the foredeck and didn't know which way to look. As I fantasized that this moment really deserved a cold beer, *Bombay Sapphire* hailed us on the VHF and announced they were coming alongside to deliver that very thing. They had read our minds!

We raced across the final channel to Antigua that night. We dropped the hook off Pigeon Beach at the mouth of Falmouth Harbor at 4:00AM Tuesday morning, April 13th. We had hardly slept for two nights, had no hot food, few cold drinks, used a bucket as a head and dozed on top of the old mainsail. With no radar, only battery-operated running lights, a hand-held GPS and a headlamp taped above the compass, we had made it against the odds. Exhausted but with adrenalin pumping, we drank rum until dawn and slept the sleep of the dead until midday.

We took *Pink Lady* into the dock stern-to with an eager crowd of spectators, friends from near and far, waiting to greet us and buy us more rum.

But we had one final hurdle to cross before the races: clearing into Antigua. The boat, having never left the Grenadines, was not registered. I was nervous about how Customs and Immigration would deal with this. They were so confused they didn't know how to react. They had never come across this before, they said. After words with his boss, the officer returned with our form and under "Registration number" wrote "00000". Now we were official!

We checked into the swanky St James' Club, which Robert Barrett also owns, and where, wonderfully, he was putting us all up. My crew flew in over the next few days and by Friday we were ready to go racing.

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REGATTA NEWS

Island Water World: Racing in the Southern Caribbean

Island Water World has joined the fast-growing Southern Caribbean J/24 fleet by sponsoring *Die Hard*, the sole J/24 flying the Grenada flag. The regional fleet is 26 boats strong, hailing from St. Lucia, St. Vincent, Bequia, Barbados, Grenada and Trinidad.

Die Hard has become a regular fixture in the Southern Caribbean regattas, with her presence strongly noted in the 2010 Southern Caribbean Sailing Circuit. In the Carriacou Sailing Series she raced under the CSA Rule, being the only J/24 present. She came second in the J/24 Class in the Grenada Sailing Festival and third in class in the Tobago Carnival Regatta. She raced in the South Grenada Regatta, again racing under the CSA Rule, to place first in class and first overall.

The Bequia Easter Regatta had a record-breaking 16 J/24s racing. Struggling a bit with the light conditions, Team Island World managed a creditable sixth place, and was also awarded the James McLean Memorial Shield in Tobago in recognition of her contribution and efforts to regional yachting by participating in all the regattas — despite the logistical issues and hardships associated with multiple crossings in such a small boat.

As this issue of *Compass* goes to press, *Die Hard* is in Barbados where Team Island Water World will continue to fly the IWW colors during her campaigns in the Mount Gay Rum/Boatyard Regatta, the Barbados International J/24 Regatta, and the Harris Paint and Lucky Horseshoe regattas.

In mid-July the team will sail her back home to Grenada Marine, who will prepare her again for another full season of racing and inter-island crossings.

Oysters Shine in Oyster BVI Regatta

Barry Pickthall reports: In this year's Oyster BVI Regatta, Mariusz Koper's Polish Oyster 72, *Katharsis II*, and John McTigue's Oyster 56, *Blue Dreams*, produced master-class performances to lead their classes from start to finish in the 24-mile opening Lewmar-sponsored race from Nanny Cay to Cane Garden Bay on April 13th.



Mariusz's crew has been enjoying Caribbean conditions ever since competing in last winter's Atlantic Rally for Cruisers, and the slick teamwork they have developed showed. After electing to carry a spinnaker, *Katharsis II* led the 23-strong fleet to the finish and a Class I win.

In Class II, *Blue Dreams* stamped her authority on the fleet, finishing ahead of David and Tamsin Kidwell's Oyster 435, *Twice Eleven,* with Ian Galbraith's Oyster 53, *Jigsaw,* taking third.

After a pirates' beach party at Cane Garden Bay, the fleet set out the next day on a race to Virgin Gorda sponsored by Pelagos Yachts.

Samantha Simmonds, who cashed in her career as a London-based financial lawyer six weeks prior to the event to sail the seven seas aboard her 16-year-old Oyster 55 *Ostrika*, ended the day believing the wind gods were on her side. Starting in clear air in Class II, *Ostrika* soon overhauled *Twice Eleven* and continued to carry the very light breeze until Race Officer Alan Brook decided to put the rest of the fleet out of their misery by shortening course.

Class I was led home by Chris and Susan Shea's Oyster 72, *Magrathea*, followed by Bill Dockser's *Ravenous II* and Stuart Smith and Barry Cooper's Oyster 82, *Oceana.*

Thursday was lay day, followed by racing to Peter Island on the Friday. The regatta ended back at Nanny Cay with the day's class winners in the Pantaenius Cup race also securing the overall honours. The Sheas sailed a masterful race on *Magrathea* and beat Class I rivals, *Katharsis II* and *Oceana*, while *Twice Eleven,* the oldest and smallest yacht in the fleet, was victorious in Class II.

For full results visit www.oystermarine.com.

23rd Antigua Classic Yacht Regatta

Hosted by the Antigua Yacht Club and sponsored by Panerai, the renowned Antigua Classic Yacht Regatta attracts some of the world's most beautiful sailing vessels. This year's regatta took place April 15th through 20th, with more than 50 vintage and classic boats.

The class winners were:

Classic Class A (CSA - 5 Boats)
1) *Aschanti IV*, Henry Gruber 105, Aschanti of Vegesack Ltd, BVI (6)
2) *Juno*, Nat Benjamin 65, Robert Soros, USA (7)
3) *Heron*, John Alden Schooner 52, Bonnie Schmidt & Nigel Bower, USA (11)

Classic Class B (CSA - 5 Boats)
1) *Lone Fox*, Robert Clark 62, Ira H. Epstein, St. Barth (6)
2) *Freya*, Trygve Halvorsen 38'10, John Corbett, St. Vincent & the Grenadines (10)
3) *Saphaedra*, K. Aage Nielsen 51'1, CSD Services, USA (12)

Classic Class C (CSA - 3 Boats)
1) *Old Bob*, Hartley 40, David Buller, Antigua (4)
2) *Rainbow*, Cornish Crabber 30, Peter Hutchinson, Antigua (8)
3) *Usquaebach*, 38', Tristam Greensmith, Antigua (16)

Classic GRP Class (CSA - 7 Boats)
1) *Sunshine*, Philip Rhodes 41, Famous Mauro, Antigua (7)
2) *Pamela*, Colin Archer/Scott Sprague 37'9, Quentin Oram, UK (11)
3) *Ruffian*, Francis Kinney 36, Martin Halpern, USA (14)

Spirit of Tradition Class A (CSA - 3 Boats)
1) *Velsheda*, Camper Nicholsons 139, Tarbat Investments, Channel Islands (4)
2) *Ranger*, Starling Burgis/Olin Stephens 136, RSV Ltd, Cayman Islands (8)
3) *Hanuman*, Nicholson/Dykstra 137, Nostra Expeditions, Cayman Islands (16)

Spirit of Tradition Class B (CSA - 4 Boats)
1) *Rebecca*, German Frers 139.7, Rebecca Associates, USA (4)
2) *Windrose of Amsterdam*, Gerald Dykstra Schooner 133, Netherlands (9)
3) *Gaia*, Sean McMillan 100, Landfall Yachts, Lichtenstein (13)

Spirit of Tradition Class C (CSA - 5 Boats)
1) *Biwi Magic*, 6 Meter Sloop, Geoffrey Pidduck, Antigua (8)
2) *Taru*, Chris Bowman 40, Chris Bowman, Australia (8)
3) *White Wings*, Joel White 76'4, Donald Tofias, USA (11)

Traditional Class A (CSA - 5 Boats)
1) *Genesis*, Alwyn Enoe 40, Alexis Andrews, Antigua (5)
2) *Margeto-O II*, Cyril Compton 40, Cyril Compton, Grenada (11)
3) *Beauty of Petite Martinique*, Baldwin Deroche 47, Jeffrey Stevens, St. Vincent & The Grenadines (12)

Traditional Class B (CSA - 5 Boats)
1) *Summer Cloud*, Baldwin de Roche 39, Andrew Robinson, Antigua (5)
2) *Alexander Hamilton*, Ralph Harris 46, Raymond Linnington, Antigua (11)
3) *Sweetheart*, Zepherin McLaren 36, Giorgio Baroneini, Antigua (11)

Vintage Class A (CSA - 4 Boats)
1) *Sumurun*, W. Fife 94, A. Robert Towbin, USA (5)
2) *Mariella*, Alfred Mylne 79, Carlo Falcone, Antigua (9)
3) *Astor*, W. Fife III 74, Richard & Lani Straman, USA (12)

Vintage Class B (CSA - 4 Boats)
1) *Guiding Light*, H.G. May/Berthon Boat Comp. 36.5, Roy Boughton, UK (6)
2) *Lady Corinne*, David Hillyard 37, Iain MacAlister, UK (10)
3) *Alert*, Philip Rhodes 62'5, Eric Bijlsma, Netherlands (12)

The A & F Sails Trophy for the Best Performance of a Local Yacht went to the recently restored Carriacou sloop, *Summer Cloud*, owned by Andrew Robinson of Woodstock Boatbuilders, also a sponsor of the regatta. John Bertola of Superyachts Supermodels donated a stunning half model Carriacou sloop trophy for the first overall Traditional Class. The local party boat of the regatta, *Old Bob,* won the Tree House Body Shop Trophy for the best-dressed crew. *Lone Fox* took the Nicholson Yacht Charters Trophy for best charter boat. *Rebecca* picked up the Ann Wallis White Trophy for the Largest Classic and the Antigua Sails Trophy for the Best Elapsed Time in Spirit of Tradition Class.

There was an uproar of applause when the owner and crew of *Galatea* were called up to receive the Spirit of the Regatta prize, and for the "Pink Ladies" who received a special bottle of Rosé de St. Barths. Peter Hutchinson and *Rainbow* were awarded a bottle of Old Bob Ale for competing in 20 out of 23 Classic Yacht Regattas.

The primo moment came at the end of the evening when longtime owner of the beautiful William Fife ketch *Sumurun*, Robert Towbin, was awarded the Panerai Trophy and the special edition Radiomir Panerai Timepiece.

This regatta kicked off the 2010 Panerai Classic Yachts Challenge, which includes The British Classic Yacht Club Panerai Cowes Regatta in the UK and the Regates Royales in Cannes, France.

For full results visit www.antiguaclassics.com.
See related stories on page 14 and 16.

***Nerone* Tops Farr Worlds 2010 in the DR**

For the second time, the Caribbean hosted the Rolex Farr 40 World Championship, this year raced April 21st through 24th from the Casa de Campo Marina in the Dominican Republic. This series was decided on the final race of the final day, with a huge spectator fleet close by. The third race of the day, and tenth of the series as a whole, was sailed in a gusting, building breeze that at times caught the Farr 40 crews off-guard. Italian Massimo Mezzaroma's *Nerone,* the 2003 champion, ended the day as champion. Guido Belgiorno-Nettis' *Transfusion* of Australia were beaten at the very last, but certainly not disgraced. Third overall was previous three-time champion, Jim Richardson's *Barking Mad* of the USA.

The next Rolex Farr 40 World Championship will be held in Australia in February 2011.

For full results visit www.farr40worlds.com.

Another Mighty Antigua Sailing Week

Louay Habib reports: Adrian Lee's Cookson 50, *Lee Overlay Partners,* has won the 2010 Antigua Sailing Week Ocean Series. For the second year running, Lee's international crew beat Peter Harrison's Farr 114, *Sojana*, to claim the overall title for the offshore series at Antigua Sailing Week 2010, April 24th through May 1st.

Lee Overlay Partners were first in the Guadeloupe race, third in the Round Antigua Race and second in the Redonda Race, sailing more than 200 miles.

In Racing 1, the biggest boats in the fleet — *Titan,* Tom and Dotty Hill's custom Reichel/Pugh 75, and Niklas Zennstrom's 72-foot Judel Vrolijk-designed *Ran* — engaged in a match-race style battle on the two-mile-long legs of the windward/leeward course. *Ran* won her class and Division A overall.


TIM WRIGHT

Sin Duda, the American Santa Cruz 52 helmed and owned by Chicago-based Lindsey Duda and her 15-strong team, took an overall win for Racing 2.

Marc Glimcher and his team on J/122 *Catapult* secured an overall win of Racing 3 by winning the final race, beating Peter Peake and team on the extremely competitive Reichel Pugh 44, *Peake Yacht Services Storm*, by just two points overall.

One of the closest fleets was Performance Cruising 2 where competition, particularly amongst the local Caribbean contingent, was extremely high. Three Antiguan boats took the top three slots: Hugh Bailey's First 456, *Hugo B*, in first place overall, Geoffrey Pidduck's modified Six Metre, *Biwi Magic*, in second place overall, and Carlo Falcone's *Caccia alla Volpe*, just three points adrift, in third overall.

In Performance Cruising 1, Italian Marco Serafini and team on the FY61 *Tyke* secured first place.

Five wins in a row for Robbie Ferron and team on Lagoon 410 *Katzenellenbogen* secured first place in the Cruising Multihull Class.

The crew of Burt Keenan's Frers 26-year-old Custom 48, *Acadia,* included three who sailed together in the 1979 Fastnet Race. They sailed an impeccable series, taking first in Cruising 2 Class and an overall win of Cruising Class. In Cruising 1, Steve Kuhl's British *Sunbeat IV* Jeanneau SO 49 team secured first place overall.

For full results visit www.sailingweek.com.

Brits Dominate Fireball Worlds in Barbados

Among 70 teams competing in the 2010 Fireball World Championships, teams from Great Britain won the top three spots. The event for these two-man high-performance dinghies was held off the Barbados Yacht Club in Carlisle Bay, Barbados, from April 24th through May 7th. Chips Howarth and Vyv Townend won for the second year running, followed by countrymen Matt Burge and Richard Wagstaff in second place, and David Edwards and Simon Potts in third. Nine races were completed for this year's championship, allowing the competitors to discard their worst two races from the score sheet.

For full results visit www.fireball-worlds.com.

Second West Indies Regatta in St. Barths

Kirsty Morrison reports: For the second year now the West Indies Regatta in St. Barths, an event for traditional Caribbean sailing vessels, was held over the first weekend of May. This meant that the crews of six Carriacou sloops — *Tradition, Ocean Nomad, Genesis, Sweetheart, Summer Cloud* and *Good Expectations* — plus the Nevis schooner *Alexander Hamilton,* picked up their weary bodies, barely recovered from Antigua Sailing Week, and set sail overnight for the 80-mile passage to St. Barths.

—Continued on next page

—Continued from previous page

I sailed on *Good Expectations*, and having left a bit later than the rest, we sailed through the night on a roaring beam reach, engineless, under the light of a full moon, arriving on the Saturday morning only 20 minutes late for the start. We were welcomed into Gustavia by the rest of the fleet with conch horns blowing — an appreciation of our achievement for just being there. This is what this intimate little regatta is about. Docked stern-to along "millionaire's row" courtesy of the Port of Gustavia, the atmosphere is low key and a welcome break from the mayhem of Antigua.

In honor of the event, Tuey Connell's band flew in from New York to play that night at Le Select. The following morning I had to physically peel the crew from their bunks, and feed them beer and croissants in order to persuade them to change our mainsail to the racing gaff. Once again we were late for the start! However we soon caught up and were thankful for the extra canvas. The morning's race finished at Colombie Beach, where we all rafted up for lunch courtesy of Maya's restaurant, which consisted of baguettes, dripping Camembert, chunky pâté, grapes and a couple of bottles of French *vin*.


Rafted up at Colombie Beach for lunch

The afternoon start was downwind and we hoisted our spinnaker, rounded the first mark, and gybed the spinnaker flawlessly. It seemed the crew had woken up. We soon noticed everyone else was headed straight into port, hard on the wind. Apparently we had only been notified of half of the course change! Our perfectly gybed spinnaker was now redundant and in dropping it we lost the ground we had made up on *Summer Cloud*.

That night Alexis Andrew, the regatta organizer and owner of *Genesis* put on a slide show of his photos before the prizegiving at the dock. Everyone received something except *Genesis*!

The Overall Winner was *Summer Cloud*, newly restored and captained by Andrew Robinson of Woodstock Boatbuilders, Antigua. Class winners were:

Competitive Class – *Ocean Nomad*, Captain Eli Fuller
Cruising Class – *Good Expectation*, Captain Martin Dudley
Trading Class – *Tradition*, Captain Laurie Gumbs
Schooner Class – *Alexander Hamilton*, Captain Ray Linnington

The following day half of the fleet (those with endless energy and lacking in commitments) set sail to the Anguilla Regatta where the West Indian fleet had been invited for the first time by Laurie Gumbs, regatta organizer and new owner of *Tradition*. It seems next year we will all have to block out a month for the rapidly expanding West Indian workboat race series!

For more information visit www.westindiesregatta.com.

Transatlantic Rally Sets Sail from Tortola

Perfect conditions greeted the start of World Cruising Club's transatlantic sailing rally ARC Europe on May 5th, as the fleet crossed the start line just off Nanny Cay Marina, Tortola. World Cruising Club Director Andrew Bishop says, "All our crews have enjoyed a great stay here in Nanny Cay, and we're pleased to confirm our commitment to this new home for the event and look forward to coming back again next year."

With a steady ten- to 15-knot east-northeast breeze, the downwind start made for a colourful sight with cruising chutes flying. The first stage of the rally has some of the best weather conditions on the "Atlantic circuit" and forecasts for the passage to Bermuda predicted some good sailing.

The ARC Europe route takes the yachts a total of some 3,625 miles eastwards across the Atlantic Ocean from Tortola in the British Virgin Islands, to their final destination of Lagos in southern Portugal, stopping in Bermuda and the Azores along the way.

Also starting out for Bermuda was a contingent from St. Augustine, Florida, hosted by the St. Augustine Yacht Club. These starters, *Alma de Sal* and *Fizz of Cowes*, had a similar distance to cover to reach Bermuda, where they would meet up with the rest of the fleet before continuing their passage towards the Azores.

ARC Europe is open to cruising monohulls with a minimum length of 27 feet (8.23 metres) and cruising multihulls from 27 to 60 feet (8.23 to 18.29 metres) LOA. As the Rally is open solely to cruising yachts, they may motor in calm periods; results are calculated for each leg and fun prizes awarded.

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

Caribbean One-Design Keelboat Championships

The Caribbean One-Design Keelboat Championships will be held June 19th and 20th at Simpson Bay Lagoon, St. Maarten, organized by the St. Maarten Yacht Club. The regatta, sailed in Lagoon Sailboat Rentals one-design fleet of identical Sun Fast 20 boats, will be open to up to 14 teams of three or four persons per team.

Registration, welcoming party and the skippers' briefing will be on June 18th at the St. Maarten Yacht Club. The regatta will either be sailed in a two-pool format, which will result in a final of a Gold Fleet and a Silver Fleet, or in a one-fleet rotation of boats.

For more information contact director@bigboatseries.com.

Champion Racers to Compete in HIHO 2010

Champion racers Willhelm Schurmann from Brazil and Californian Ernie Johnson will join this year's Highland Spring HIHO, June 27th through July 3rd.

Schurmann, who won this windsurfing event in 2008, is the world's top-ranked Formula windsurfer. He'll be competing on a Techno 2 with Neil Pryde V8 sails. Johnson is a top US stand-up paddle racer whose list of victories includes the 2009 Battle of the Paddle. Stand-up paddle (SUP) is a new addition to HIHO.

Both athletes will be available for mini-clinics and to assist or advise racers in any capacity throughout the event.

SUP racers will start and finish alongside the windsurfers, but will compete on different courses through the British Virgin Islands. Courses will range between five and ten miles, with one long downwind run through the Sir Francis Drake Channel. Racers may compete in the 12'6" Starboard Cruiser class, 12'6" Open or Unlimited Class. SUP competitors are expected from California, Hawaii, Florida, Puerto Rico, the Virgin Islands and Antigua.

Accommodation for participants will be aboard a fleet of yachts from The Moorings.

For more information visit www.go-hiho.com.

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14th Annual Compass Writers' Brunch:

THANK YOU, CONTRIBUTORS!

There *is* such a thing as a free brunch! Compass Publishing Ltd.'s annual pre-Easter Writers' Brunch is our way of getting together with, and saying "thank you" in person to, as many as possible of the past year's contributors who provide the content that makes *Caribbean Compass* relevant, original and authentic. Cruising author Beth Leonard says, "There's no better way to get the real low-down on what's going on throughout the islands."

The *Compass*'s content is generated by active cruisers, yacht racers and residents sharing their adventures in, passion for, and concerns about 'The Caribbean's Sea and Shore'. The annual Brunch held in Bequia honors those who made the effort over the previous 12 months to put their thoughts down in words, record a special event or adventure, or gather information about a particular place, and then send in the result for publication so that their ideas and experiences can be shared with fellow *Compass* readers throughout the region and the world.

On Thursday, April 1st, 36 of this year's "*Compass* characters" — recent contributors and their guests — gathered in Bequia at 10:00AM at Mac's Pizzeria on the Admiralty Bay waterfront. Joining the *Compass* Cockpit Crew — Managing Director Tom Hopman, Editor Sally Erdle, Production Manager Wilfred Dederer, Assistant Editor Elaine Ollivierre, and Bookkeeper Debra Davis — as well as one of the event's very first guest speakers, yachtsman and former Prime Minister of St. Vincent & the Grenadines, Sir James Mitchell, was a delightful group of writers. In alphabetical order:

Cruiser Mike Barnott, who wrote about the Carriacou Junior Sailing Club in Tyrrel Bay in the July 2009 issue. Youth sailing is the future, so special thanks go to Mike and all those who cover this sector.

Veteran book reviewer Bob Berlinghof, a former charter skipper, astute reader, writer and rock 'n' roll guitarist, whose work appears in *Compass* as fast as he can read!

Cruiser and photographer Evelyn Drew, who wrote a lovely piece about the self-tacking foredeck dog aboard the Morejohn family's yacht, *Hogfish Maximus*, which was published in our June 2009 issue.

Sean Fuller, skipper of the yacht *Kaiso* and member of the St. Lucia Yacht Club, who helps keep us informed about races on that island. He has also advocated an OECS cruising permit to make for easy cruising throughout the Windwards and Leewards, an idea most cruisers would endorse.

Having recently crossed the Atlantic in his 35-foot ketch, Duncan Gray reported on the flotilla of St. Lucia-based boats that gave this year's World ARC round-the-world yacht rally a rousing send-off from his adopted island.

Sailor and Carriacou and Trinidad resident Nan Hatch, whose poems, such as the April issue's "Pirates", capture the essence of the Caribbean islands in a few well-chosen words.

Best known as an artist, Bequia resident Julie Lea's written portrait of pioneering Caribbean yacht skipper Morris Nicholson appeared in June 2009's issue of *Compass*, and Bob reviewed Richard Dey's newly published book about Morris in this year's February issue.

Ruth Lund, who has been based in Trinidad for many years, wrote last year about cruising up Venezuela's Mánamo River. In these days, when so many former cruisers have become "dirt-dwellers", we look forward to soon publishing her thoughts on loving to live aboard.

Also at Brunch 2010 was cruiser John Lytle, whose poetry has examined gnarly issues such as radio etiquette and cruising manners.

A former *Compass* cockpit crew and regatta reporter who has been so busy in recent years working on the Bequia Easter Regatta's race committee that he last attended the Brunch in 2005, Noel Mawer joined the 2010 Brunch bunch.

Compass prides itself on presenting readers with original material, and the creator of our unique crossword puzzles and horoscopes was with us this year: Melinda Parke. Melinda arrived in the Caribbean in the early '70s aboard the wooden cargo vessel *Ona Roy*, and now divides her time between Bequia and Seattle.

Tugboat captain, marine surveyor and cruiser Frank Pearce, past Vice-Commodore of the Antigua Yacht Club, has written about destinations, regattas and yachting issues, and his most recent writings detailed the rebuilding of the aptly named Carriacou sloop *Tradition*.

Peter Roren sailed to the Caribbean from Norway a quarter of a century ago aboard the Colin Archer *Fredag*, and has made Bequia his home. His humorous writings have often brightened the pages of *Compass* and we've got more on file to look forward to.

Our faithful regatta reporter from Carriacou is another tugboat captain and yacht racer, Jerry Stewart from Tyrrel Bay Yacht Haulout.

We all love to read stories by visitors about destinations, but adding the insight of a real insider is Amal Thomas, who loves to introduce visitors to his multi-island homeland, St. Vincent & the Grenadines.

Compass is distributed from the Dominican Republic throughout the island chain to Venezuela and beyond, and our individual island agents have the challenging task every month of seeing to it that the *Compass* gets to all the best places where readers can find it. And of course advertising sales on all the different islands are what keep the *Compass* boat afloat. This year's Brunch was graced by our Antigua ad sales and distribution agent, Lucy Tulloch. Lucy grew up sailing in Greece and has been in the Caribbean for some 20 years. She's an environmental and regatta reporter, and superb photographer.

Dr. Nathalie Ward wrote *Compass*'s very first educational column about Caribbean marine life, and has most recently written about the new humpback whale sanctuaries and how to identify whales you might see while sailing in the Eastern Caribbean. Nathalie is the Director of the Eastern Caribbean Cetacean Network, and since 1990 she has served as marine mammal consultant for the United Nations Environment Programme's Specially Protected Areas. Nathalie also wrote *Blows Mon Blows*, a history of Bequia whaling.

This year's guest speaker was well-known cruising guide author Chris Doyle, an enthusiastic columnist and a talented photographer whose words and pictures often grace the *Compass*'s pages. On page 26, see Chris's speech about changes he's witnessed in the Windward Islands' yachting scene since his arrival four decades ago.

After Chris's talk, convivial conversations continued over a bountiful brunch buffet of chicken curry and Creole fish, not to mention drinks and dessert, prepared by Judy Simmons and her excellent Mac's Pizzeria staff.

To those many contributors unable to attend this year, we thank you, too, for all your talent and efforts — and we hope to see you at a future *Compass* Writers' Brunch, always held on the Thursday before Easter.

TRINI HOME FROM HOME

by Ruth Lund



When we re-enter the Boca de Monos after a sail up the Eastern Caribbean island chain, our cat, Sammy, knows exactly when to climb out of the hole in which he has hidden for our voyage. After the lumpy crosscurrents of the entrance, once inside the calm waters, he pops up on deck and sniffs the air as we glide past yachts tucked comfortably into Scotland Bay. He supervises the taking down of sails on our way to the Customs dock and howls for something to eat once we are tied up. Yes, Sammy, I know how you feel: this is Trinidad — where are the "doubles"?

As with many cruisers, Chaguaramas, Trinidad is "home from home" for my husband Niels and me, and sometimes it takes a trip away to appreciate what is on one's own doorstep. Trinidad is unusual in that its appeal is very different from that of the other Eastern Caribbean islands. With the influence of the Orinoco River's outflow, no clear blue water creates a picture postcard scene. However, where we anchor our liveaboard sailboat, *Baraka,* in Chaguaramas or near Harts Cut there are also no giant cruise ships offloading guests like so many cattle for the "cattle dip" (go in white, come out burnt pink). We don't get hounded by vendors trying to sell us goods and services we don't want. In fact, we are not instantly marked out as tourist moneymaking targets, because that is not the focus here. You can be a "normal" person interacting with local people in a natural way.

Those we meet are friendly, warm and genuine, with a great sense of humour. Bus and taxi drivers are considerate and helpful — sometimes I feel like an ancient old lady when they say, "Take your time, take your time". While looking for an X-ray facility in Port of Spain, I was shepherded by two teenage girls for a distance of eight blocks to where I needed to be. Once you get used to the way folk speak, you can appreciate more fully the rich diversity that makes up the Trini experience. They sensibly leave out extraneous words in a sort of shorthand English into which they drop jewel-like expressions influenced by French and Spanish that capture exactly the human condition.

Entertainment, sporting and social activities are not laid on specifically for the foreign visitor. If you want to join the party, you are usually welcome to join in, but it is very much a Trini event generated by a thriving, fun-loving, sporting, talented, music-driven culture. This is very evident during Carnival season, but throughout the year there is always something stimulating to do — enjoy a jazz evening, a theatrical comedy, a steel pan concert, a dance presentation, a good movie, an art display, a visit to the library or museum, a day at the horse races, or a first-class cricket match.

Food and drink are most important here, to be discussed and savoured, so it is just as well that they are more reasonably priced than almost anywhere else in the Caribbean. If you stick to locally produced goods — fresh seafood, fruit and veggies from the market, jams, biscuits and tinned products from the supermarkets, rotis, pies and pelau from street vendors — you can live extremely well at low cost. If you want more sophisticated fare, a wide range of imported goods is available and there are classy restaurants and bars where you can spend a great evening. Basic things like fresh water, diesel, propane, laundry service, telephone cards, internet connectivity and transport by bus or maxi taxi are available for a fraction of what is charged elsewhere.

During the hurricane season the boatyards are full of people undertaking substantial boat projects. As they bustle from marina to boatyard to chandlery, there is a keen sense of camaraderie, with cruisers sharing advice and equipment as they tackle endless DIY lists. It is almost like having a big, boating "think tank". On the radio net, in the bars, doing the laundry, at the potluck, clustered around the internet hotspot — it is amazing what you can learn from others who have been down the same road as you. Somewhere among the hundreds of "yachties" and contractors working on boats from all over the world, someone will share your woes, offer a solution, or point you to a suitable supplier. As the boatyards, marinas and services are all conveniently within 15 minutes walking distance or a VHF radio call of one another, communicating and getting together is easy.

An added bonus is that this boating centre is situated right in the middle of the Chaguaramas Development Authority's land, which is a conservation area. Sitting in my cockpit I do not look at a string of huge, fancy hotels or a steady stream of charter vessels going in and out. The beauty of the tropical forest, filled with a startling variety of birds, howler monkeys and butterflies, a collage of green leaves of all shapes and sizes, is just a stone's throw away. You can take a break from boat work and enjoy this eco-destination without spending a cent. For those willing to go further afield, there are hikes to waterfalls, trails up mountains and along beaches where giant sea turtles lay their eggs.

Do I feel safe and at ease here? The answer is yes. I have often wandered around Port of Spain in the daytime on my own, but I would take a companion when walking in the forest. As in our hometown of Cape Town, South Africa, we take note of "no go" areas and are careful at night. We are more alert and prepared when sailing between islands than we used to be, but we don't feel we need a convoy or seek out buddy boats. We sail to other destinations when we are ready to go. When we crossed the Atlantic to visit strange and interesting places, we took responsibility for ourselves and for our boat and while assistance in times of trouble is much appreciated, it is not expected.

The good in Trinidad far outweighs the bad and I am happy to be here.







by Celia Mason

BARBADOS SURPRISE

Mid-December, 2008. Two scruffy yachties, just landed in Barbados after an Atlantic crossing, dressed in their best for a trip to the elegant and dignified Barbados Yacht Club to pick up their mail. We have been cruising now for six months, so our "best" means any garment that is neither torn, nor faded, nor stained with oil — ironed, though, is beyond what we can do. As we walk up the drive, between manicured lawns and neat bougainvillea hedges, up the steps to the colonnaded, ceiling-fanned lobby, we try to pat and stretch our rumpled, hand-washed clothes to something approaching seemliness.

Up in the office, though, we are greeted with more charm than alarm, and the kindly secretary flicks through a pile of post to uncover the little bundle of Christmas cards sent by thoughtful friends. "Ah!" she says, "and you have something special, too," handing us a stiff white envelope withno stamp, but a familiar scrawl. It contains an invitation to Christmas lunch, the day after tomorrow. How have our dear friends, 4,000 miles away in England, managed to hand-deliver an invitation to us? And are they planning on e-mailing the turkey and sprouts?

Five minutes later, after a rather emotional phone call, breaking all rules on decorous behaviour in the Yacht Club, all is clear: after waving us off last July from our home port on the river Deben in Suffolk, our friends had quietly gone home and booked an apartment in Barbados for Christmas — and spent six months hugging their secret to themselves, and preparing the best surprise ever for us.

Which is why, 14 months later, my husband Anthony and I are leaving the well-trodden routes up and down the islands, and setting off from Dominica to return to Barbados. Our friends have gone back there for some winter sun, and now it is our turn to surprise them. The "official" plan had been to head down to Bonaire — but what's a 470-mile detour among friends?

The sailing route to Barbados from the other islands is relatively seldom taken, the conventional wisdom being that "it is always uphill", and a thankless slog to windward. Up-current, it certainly is — the adverse current added around 30 miles to the passage — but by waiting a few days for favourable winds, we had a fast smooth sail for nearly all of the passage. Starting anywhere north of Martinique, with a northeast wind, it should be an easy fetch the whole way. And Barbados is worth a visit — the beaches and the water are among the most perfect in the Caribbean.

From Roseau, towards the southern end of Dominica, the course to Barbados took us around the top of Martinique, and out into the Atlantic. We had barely got the fishing lines out when we passed through a pod of bottlenose dolphins, grazing the well-stocked shallows off Scott's Head. One large fellow, eight or nine feet long, clearly had a bit of an itch, and surfed along on our bow wave, letting his side graze against our stem. Up a little — a flick of his tail — sideways a bit — another flick — ahh — just there, perfect!

Leaving the dolphins to their hunt, we turned to port, heading through the Dominica Channel towards the northeast corner of Martinique. The wind was in the southeast, just a few degrees off the nose. *Tomia* is a solidly built, 19-year-old Oyster 435, weighing some 14 tonnes before adding all the paraphernalia of living aboard, and she does not relish sailing upwind in light airs and head seas. Anthony, who has been sailing all his life, feels the same, so we turned the engine on, sheeted the mainsail in, and pressed on for our waypoint five miles off the Phare du Caravel, northeast of Martinique, where the intention was, having gained enough easting, to bear away onto a broader point of sail.

Keener sailors could have put in a couple of tacks in the Dominica Channel, adding 20 miles or so to the journey, but having the pleasure of sailing the whole way. This route would also have avoided the shallower waters on the corner of Martinique, where the continental shelf suddenly rises up from over 3,000 feet deep, creating sharp choppy seas that stopped *Tomia* regularly in her tracks.

Sailing or motoring, once we were well away from land, and with the crescent moon setting early, it was a marvellous night for stargazing. Orion strode across the heavens, bow in hand, with the faithful Sirius gambolling behind. Lying on the aft deck, I stared up into the sky, seeking for patterns, snatching a look at the star chart with a torch, then letting my eyes readjust to the darkness and trying to match the design on the paper with the bright reality above. Without light pollution, the smaller stars can be seen, and finally the reason for some of the constellations' names becomes apparent. Castor and Pollux, yes, there they are, hand in hand, and there, for the first time, I can see the Big Dipper or Plough, with enough of its attendant stars to become a bear, sitting on its haunches. Personally, now it's come into focus, I would have called it the Great Frog, but that's a matter of taste.

—*Continued on next page*

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Facing page: Clear water and white sands in Carlisle Bay

Above: St. Nicholas Abbey, one of the oldest plantation houses in the Caribbean

Below: The steam-driven sugarcane press at St. Nicholas Abbey



—Continued from previous page

Round about midnight, the wind strengthened and moved into the northeast, as forecast, and from then on, despite the strong current (between one and two knots) against us, we romped along under full sail. Once out into the Atlantic, the big ocean swells took over from the coastal chop and gave us a gentle passage, with only the occasional rogue wave splashing over the deck.

Barbados is certainly different from the other Caribbean islands, with very few yacht facilities. The only marina, at Port St. Charles, is strictly for berth-owners, though you can go alongside the fuel jetty for both diesel and water (at US25¢ a gallon, well worth it for a wash-down after the long passage). It is a good place for checking in and out though, as the other option, in Carlisle Bay, either means manoeuvring in the busy deep-water commercial port, or a long hot walk from the dinghy dock. The good thing about the lack of chandleries, yards and marinas, is that you can, just for once, spend your money on other things... no, let's be realistic: we save our money against the boat's next demands.

Barbados seems to have two populations: squillionaires and the rest of us. With its fabulous white sandy beaches, it embraced tourism enthusiastically many years ago, and made a name for itself with gated communities and golf clubs like Sandy Lane, as well as browsing in the chic-est shops this side of St. Barts. Practically the whole of the beautiful west coast is hidden from the land by exclusive resorts — but as the beaches are all public, you just need to find one of the signed access points, and then you too can dabble your toes in white sand and the clearest of vibrant blue seas.

You don't need to be a rock star or a disgraced golf idol to feel at home in Barbados; the locals are as friendly and easy as on any other island, and, once you've tuned into the thick Bajan accent, chatty and open — and cricket-mad. There are plenty of shops, fruit stalls and cheap snackettes for those of us on a normal yachtie budget. The flying fish sandwich is the Bajan national dish (yes, they do take the wings off first) and delicious, whether you buy it from the side of the road for BB$3, or pay US$18 in an air-conditioned restaurant.

Just a short distance up from the coast and its ritzy developments, you're up into the fresh and rolling sugarcane-clad hills of rural Barbados, a world away from the angst of choosing between Lanvin and Chanel in the snazzy boutiques. We took a bus from Bridgetown to visit St. Nicholas Abbey, one of the oldest and most elegant buildings in the Caribbean, where they are reviving the manufacture of rum from their own cane. The house, dating from the 17th century, is beautifully preserved, and a video from the home movies of one of the house's owners gives an engaging insight into the workings of a sugar plantation in the 1930s. A short walk from the house, along a shady avenue of mahogany trees, is Cherry Tree Hill, with fabulous views down to the surf pounding in on the east coast.

Another sight unlike any you'll find on the other islands is Harrison's Cave, near the lovely ravine walk of Welchman Hall Gully, and the Flower Forest botanical garden. An awe-inspiring set of underground caverns, complete with stalactites and stalagmites, towering aggregations of limestone, built up drip by drip over millennia. Sadly, you can't explore freely on foot, but are driven round on a little electric train.

Quite apart from the sights and the lovely interior, there is the pleasure of a stop in Carlisle Bay, just south of Bridgetown. The snorkelling is good on a couple of wrecks in the centre of the bay, and the beach is a pure pinky-white sand, as fine as icing sugar. The water, as on the rest of the west coast, is that almost luminous cerulean blue that you think has been faked when you see it in a tourist brochure. It is so clear that we could still see the bottom by the light of the full moon, together with the surreal sight of a moonlit turtle swimming placidly along, 15 feet down.

There is plenty of entertainment in Carlisle Bay. The simple bars on the beach provide rum, good local food and fine company. At weekends, though, you might want to anchor towards the south of the bay, as one bar goes all out with a thumping disco until three or four in the morning. Landing a dinghy on the beach can be tricky (the obvious jetty at the north end of the bay belongs to the Boat Yard, which charges US$10 per person per day to use the dock; and the pier at the southern end is condemned), but if you take your time and judge the swell right, and don't mind getting a bit wet, it's fine. On our first visit here, we discovered the purpose of that neat, waterproof mobile phone cover sitting unused on the saloon table.

Visiting Bridgetown for shopping or to pick up a bus to explore the island is easy, with several places to dock a dinghy in the Carenage, just at the north end of Carlisle Bay. If you're used to the rollicking private minibuses of the other islands, you may find Barbados's buses a bit sedate, but the system is excellent and, at BB$1.50 to anywhere on the island, very good value. Each bus stop is painted in white and the blue and yellow of the national flag — and each is identified by a different girl's name. Who gets to choose them, we wondered.

Each time we leave an island we wish we could have spent longer there, and Barbados was no exception. But we had a lovely broad reach down to Grenada to look forward to. One of the really good things about taking the trouble to sail to Barbados — you're practically guaranteed a cracking sail back.

Below: Every Bajan bus stop has a name — this one is called Cara



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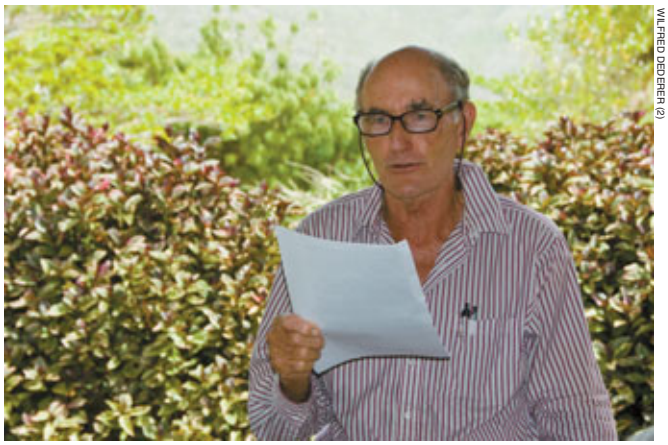
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OUR CHANGING TIMES

by Chris Doyle



WILFRED DEDERER (2)

I sailed from England to the Eastern Caribbean in 1969 in a 30-foot Colin Archer, hung out in Grenada, built a house there and became a resident. The days of the topsail schooners had just passed, but we were still in the days of the motor-sailing schooners, and most island fishing boats and cargo sloops operated under sail without auxiliary power. When sailing up to Carriacou in the early morning and passing the town of Gouyave, it was a pleasure to watch a fleet of about 20 little double-ended fishing boats with brown sails darting off to the fishing grounds.

There were not too many yachts here in those days. In St. George's Lagoon, Grenada had a brand-new marina called Grenada Yacht Services, home to a fleet of about 20 independent, mostly wooden, crewed charter yachts, 60 to 80 feet long. There were also a few independent bareboats in Grenada. St. Vincent had recently got one of the first bareboat fleets, Caribbean Sailing Yachts, better known as CSY. They had 20 Carib-Whitney 41s sailing out of Blue Lagoon. There was a crewed charter base at English Harbour in Antigua, and that was about it.

From a cruiser's perspective, the islands were in many ways idyllic. There were not many cruisers, and we all pretty much knew each other. The Tobago Cays were pristine, and if you saw as many as a dozen boats anchored there, it was worth a comment. The Grenadines were quaint; most had no electricity or cars, and people lived in small wooden or wattle-and-daub houses. The waters all around were teeming with fish, lobster and conch. It was hard to go hungry. One afternoon I was in the Tobago Cays with Jeff Fisher. We were delivering *Rustler of Arne*, a 31-foot bareboat I had bought, to St. Vincent. By some extraordinary lack of foresight on my part, we had brought no food. I looked around and found a giant fishhook and a broom handle. I straightened the hook and lashed it to the broom handle and in a short while speared a big parrotfish. It was that easy (and legal) in those days.

In Bequia you could watch hens and chicks pecking their way in and out of the streets of Port Elizabeth. If you wanted bread, you would talk to the old lady with the oil-drum oven down near where Tommy Cantina is today. You would put your order in in the morning and come collect your bread in the afternoon.

From a cruising perspective, the main downside was that not much in the way of gear or spares was available. In any waterfront bar you would run into skippers who had become stuck, sometimes for months, waiting for some necessary boat part to arrive from overseas. The rest of the world seemed much farther away. TV had not yet made an impact. Cable & Wireless had a monopoly and their phone rates were horrendous.



Cruising guide author Chris Doyle (at left) gave this speech to an appreciative crowd (above) at this year's Compass *Writers' Brunch*

It was also quite apparent in those days, that for many locals, life was no bed of roses. On the big islands, many houses did not have running water, let alone electricity. There was often a standpipe in the village, and water would have to be collected in buckets or jugs. In the Grenadines, people had developed a system of rain-catchments and cisterns over the years, so they were a little better off.

Worse than lack of infrastructure, I think, was the lack of opportunity and options. To give an example: I used to like to visit Canouan; the water was beautiful and the island was lovely with rolling hills, just a few little wooden houses, and a very small village. You would occasionally meet adults there who had never been outside the Grenadines. One thing I noticed was how quiet and well behaved the children were, unlike the kids I was used to back in the UK, or even those in Grenada. One day some friends of mine, who had children, were leaving Grenada for good and wondered what to do with several boxes full of toys. I suggested that I could take them to the kids on Canouan. I handed them over to some kids on the dock beside the old fish house. The kids started shouting and fighting over the toys, and the fight was still going when I came back on my next visit. I concluded that what seemed like good behavior was really a lack of anything to fight over.

It was during those early days I met Sally Erdle. Bill Stevens, who used to own a small chandlery and dock in Grenada, started Stevens Yachts with a fleet of both skippered yachts and bareboats, and both Sally and I were working on these. Sally was also getting involved in a golden deal on an old steel sloop, and, in her spare time, drawing cartoons.

Over the next few years you could see that yachting was beginning to have an economic impact; local people were finding things to do to help, entertain and sell to yachting visitors.

—Continued on next page



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—*Continued from previous page*

In the evolution of Bequia endeavours, an early form of enterprise was the serenading boats. You could not anchor without a bunch of kids rowing alongside and singing, while banging on something metal and playing a guitar. Some were quite good, but unfortunately, the most excruciating groups did the best because the charter skippers would pay them to go away before the end of the first tune.

CSY was providing jobs, both for skippers and at support services ashore. And the new yachting visitors, particularly the bareboaters, did need things. I knew that because they kept asking me "where can I... (fill in the blank)?" It was at this time that I jumped on the bandwagon of those finding employment servicing the yachting trade. Since I could not sing, I decided, with absolutely no previous expertise or experience, to write a cruising guide so yachting visitors could read about what was ashore and stop asking me. In those days it was a very low-budget endeavour, partly because I thought everyone was as broke as I was, so that to be successful a book would have to sell for US$5, and partly because I was also broke, so there was no way I could have gotten the funds together to print a glossy book. The first edition of *Sailors Guide to the Windward Islands* was black and white but it was not lacking in unique illustrations: Sally became the official illustrator and cartoonist. When the books arrived from the printer, I windsurfed around harbors with a backpack full and sold them. This was in 1980.

I wrote the guide as a fun project, and like many fun projects it had unintended consequences. The first was that after quite a few years, when it finally dawned on me I did not have to stick to the five-dollar price tag, my book actually began to support me instead of the other way round. The second was even more gratifying. Quite a few local people let me know what I was doing was really helping them; unwittingly, I had become a somewhat useful cog in the economy.

Yachting tourism continued to grow. It got a big boost when the French government started a program of "defiscalisation", which basically meant that instead of paying taxes, a French national could buy a French yacht and put it on charter in the French Caribbean. This helped France overtake the USA as manufacturers of yachts, and it resulted in big charter companies pouring into the French islands.

At the end of the 1980s, my illustrator and cartoonist took off with a good-looking sailor called Tall Tom to sail around the world on a Rhodes 41. During their circumnavigation, Sally worked for a year in New Zealand helping put together the monthly "Shoreline" supplement for the *Northern Advocate* newspaper, so it was no surprise to me that when she and Tom returned to Bequia in 1994, they started *Caribbean Compass*. I was delighted to become one of their writers.

Almost immediately, *Caribbean Compass* became an absolutely vital part of the yachting industry. My books had been successful in connecting visiting yachtspeople with local businesses. *Compass* went a step further: being a monthly paper, it could keep people in touch with the changes that were happening all the time around the waterfront, and it has created a medium in which yachting issues and relationships between the yachts, locals and governments can be addressed. From the beginning, the stories were always interesting, and everyone would dash to grab their *Compass*. Readers' letters were an instant success — for the first time, there was regular feedback from the cruisers themselves.

Caribbean Compass has been an excellent forum for publicizing problems, and even sometimes getting something done about them. My one amazing success in this respect concerned an environmental story about the Tobago Cays. I had noticed with some distress that some Union Islanders, camped on Baradel, had let a lot of goats graze free there. The goats did a good job of getting rid of the underbrush, which was convenient for getting around the island, but at the same time rain was rapidly washing away the unprotected ground and you could begin to see bad erosion gullies forming. I wrote a little article and published three pictures: one of the damage on Baradel; one of Jamesby which had no goats, showing the difference; and a third of Ile Forchue off St. Barts, which showed the end result of over-goating: a moonlike barren surface of giant gullies. To my amazement, two days after that issue of *Caribbean Compass* was out, the St. Vincent & the Grenadines Fisheries Department sent people down to the Tobago Cays and arranged for the goats to be removed.

I also have had failures, although I am not sure you can count anything as a failure till you finally give up on it. One of these is trying to get the Eastern Caribbean's national governments to rationalize and streamline their Customs procedures for yachts. I have written many articles about this, but rarely have they had much effect.

The Caribbean today is obviously a very different place from when I arrived. On the one hand the environment, especially the marine environment, has taken a severe beating. Most of the reefs are in terrible shape, and there is nothing like the abundance of fish, lobster and conch we saw in the early '70s. This is likely a combined effect of overfishing, pollution and climate change. The creation of marine parks, which we now have throughout the Caribbean, seems to be the best method to try to stave off further rapid degradation and to keep some areas where Nature is at least given a chance.

On the other hand, the standard of living is far higher. Most homes now have running water and electricity, and the standard of housing has gone up so much that it seems to me we are on the way to a day when everyone will live in a mansion — even if the islands are thereby made less attractive and there is not much room for trees in between. Most importantly for everyone, there is far more opportunity, many more possibilities, both to become well educated and to make a living.



'When I arrived... we were still in the days of motor-sailing schooners. The Caribbean today is a very different place'

An essential to such progress is communication. It is hard to imagine how we would manage if FedEx and DHL pulled out and we were back to waiting for months for anything we needed from overseas.

It seems to me that open communication of ideas is nearly always good. When cruisers first started organizing cruisers' radio nets, I was deeply suspicious. It seemed to me it would deepen an us-versus-them attitude, hunkering cruisers down into their own little clique. Happily, I was wrong. The nets spread ideas and opportunities. In Grenada recently, on the cruisers' VHF net I heard about a cruiser who had come across a group helping kids with reading problems. One thing led to another, and now every week a busload of cruisers heads up into the hills to give reading practice to local kids. When Cheryl Johnson from the bookshop in Bequia told me that she had a similar reading program, my first thought was, "What we need is a Bequia cruisers' net, so we can get more people involved!"

The internet, just a couple of decades old, is a great example of the power of democratic communication. Marinas and anchorages now boast WiFi, and the internet keeps cruisers and locals alike in touch with information from all over the world. One of the things I am interested in is genetics. Just the other day I read that scientists have found that Gene P21 is responsible for switching off a cell's ability to re-grow things, and theoretically this gene could be disabled and allow humans to re-grow damaged parts the way a lizard re-grows a lost tail. I don't know which is more amazing, that we may soon be doing this, or that I was sitting on my boat off Pigeon Island in St. Lucia reading about it on the web, something totally unimaginable 40 years ago.

Caribbean Compass, as a means of allowing cruisers to communicate in a public way, has aided in the growth of the yachting industry, and the yachting industry has well proved its worth. This is very obvious in small islands like Bequia, but this last year it has become really obvious in many larger islands, because even during the recent economic turndown, yachting has actually expanded in many places in the Caribbean. Yachts have adopted new inventions just as fast as any other industry and as a result it takes more and more highly trained people to build, maintain, service and repair them. As a result there are, and will be, more and more opportunities in the yachting industry. So, as participants in *Caribbean Compass*, thanks to all of you for being part of it.





A Hike with History — Fedon's Camp

by Devi Sharp

Kick off your flip-flops and put on your sneakers — it's time to take another hike in Grenada. This hike will take you to Fedon's Camp in the Grand Etang Reserve in the central portion of the island.

Julien Fedon was a mulatto plantation owner who led a slave uprising which lasted from March 1795 through June 1796. Fedon and his troops controlled all of Grenada except the parish of St George's, the seat of government. During those months 14,000 of Grenada's 28,000 slaves joined the revolutionary forces, in order to write their own emancipation and transform themselves into "citizens"; some 7,000 of these self-liberated slaves perished in the name of freedom. The British spent almost a year retaking the island and capturing the revolt's ringleaders, who were executed or exiled to Honduras. Fedon himself was never taken, and is believed to have escaped, or else drowned while attempting to reach Trinidad, Venezuela or Cuba (depending upon the report you read). During the rebellion, Fedon held the English Colonial Governor, Ninian Home, captive in the Grand Etang Mountains at a camp now known as Fedon's Camp. It was another 42 years before slavery was abolished in Grenada.



Impressive views of Grenada's rainforest on the Fedon's Camp trail

There are two approaches to Fedon's Camp; you can take a turnoff from the hiking trail to Concord and Fontainbleu Falls (see the March, 2009 *Compass* for instructions for that hike), or start from the north end at the village of Morne Longue. We chose the Morne Longue access because the turnoff from the Fontainbleu Falls trail is not marked and starting at the Morne Longue would take us on a new trail. We took a taxi to Morne Longue to avoid walking the two miles on the road from the village of Birch Grove, where the bus would let you off, to Morne Longue where you start the hike. The taxi let us out at the end of the pavement uphill from the last houses in Morne Longue (see the sidebar for exact details of the route).

The trail from Morne Longue to Fedon's camp was not passable after Hurricane Ivan in 2004. In 2009 the trail was restored and improved using funds from the United Nations Trust Fund for Human Security with the intent of providing the local population with a means of income: leading tourists up the trail and providing information on the history of Grenada. The restoration of the trail was completed in April 2009.

The hike starts in vegetable garden plots, stands of banana, citrus and nutmeg trees and makes a rapid ascent into montane forest where tree ferns provide the canopy for lush ferns, mosses and smaller trees that are thickly covered with epiphytes. This stretch of the trail is in excellent condition with steps and handrails. About halfway up the trail to Fedon's Camp (about 30 minutes), after a steep pitch, there is a rest point with a swinging seat hanging from a tree limb. The surrounding trees and shrubs had been cut back to give us a great view of the land to the north and east looking back over the route we had already climbed.

After about an hour of hiking we reached the cleared top of a knob on the ridge with a concrete marker that indicated the location of Fedon's Camp. We thought the site was a bit exposed for a camp, but who is to argue with the concrete marker? The trees had been cleared and I am sure the view would have been great if it had not been a cloudy day. From the concrete marker the trail continues on the southwest side of the clearing. This stretch of the trail is not as well maintained as the first part. It had not rained for a few days so the trail was dry, but a recent rain would surely make for a slippery descent on the clay trail. A walking stick can be very helpful in this situation. We reached the junction with the trail from Mt. Qua Qua to Concord Falls and immediately recognized the turnoff from our recent hike to Fontainbleu Falls from the Mt. Qua Qua trail.

We followed the trail and at the junction with the Concord Falls trail we made the left turn to Fontainbleu Falls for a refreshing swim. The walk to Concord Falls was as delightful as always and we showed our guests cocoa pods and nutmegs and looked longingly at the fresh lettuce and oranges. We ate our picnic lunch near Concord Falls and got to the road at about 1:00PM, which is not too early to have a cold Carib while waiting for the bus to St. George's.

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

DIRECTIONS TO FEDON'S CAMP FROM MORNE LONGUE

The entire distance of the hike is about six miles and will take about four to six hours depending on your pace. You end the walk in the village of Concord on the central western coast of Grenada, which is about a 20-minute bus ride back to the capital, St. George's.

To get to Morne Longue you can take the Number 6 bus, which runs from St. George's bus station to the town of Grenville, and get out at Birch Grove and walk the two miles to Morne Longue, or take a taxi to Morne Longue and have the taxi let you out at the end of the pavement uphill from the last houses in Morne Longue.

At the end of the road the dirt road/track forks; the trail starts from the right fork, which is the lesser-used track.

Follow the trail to a cleared top of a knob on the ridge with a concrete marker for the location of Fedon's Camp.

The trail to Mt. Qua Qua or to Concord Falls departs from the southwest side of the clearing, heading in the general direction of Mt. Qua Qua.

This section of trail is more overgrown with vegetation and does not have steps cut in the steep sections. The trail continues along the ridge top for about 15 minutes and drops off the ridge on the west side and starts a steep descent, until you intersect the Concord Falls trail in another 15 minutes.

At this point you can go uphill to the left or southeast, or turn right to the northwest to Concord and Fontainbleu Falls. The directions below take you to Fontainbleu Falls.



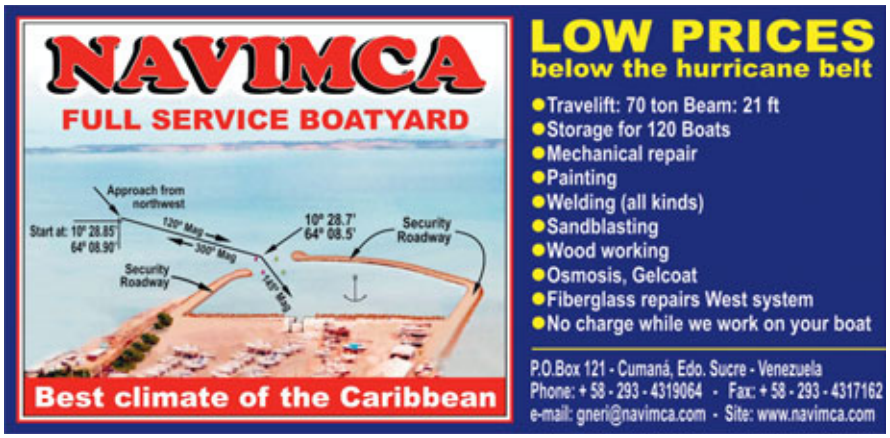
The creek bed gathers more water and becomes an active creek that you will cross several times. You will reach a point where steps have been cut into a steep rock face. Descend the steps, then continue to follow the trail for a few minutes and you will be at a stream crossing.

After the stream there will be a short, steep climb and you will intersect the trail from Concord Falls to Fontainbleu Falls.

Turn left to get to Fontainbleu Falls. The trail will move into the riverbed and it takes about ten minutes to Fontainbleu Falls.

Reverse your track down the riverbed and continue past the intersection that you came from and on to Concord Falls.

It is 1.5 miles from Concord Falls to the village of Concord, where you can catch a bus back to the St. George's bus station.



Sandy Island Gets a CLEANUP ON EARTH DAY

by Laurie Corbett



DAWN CORBETT (2)

Above: Paula, Dawn, Linda, Garry, Laurie and Brian from Canadian boats Cat Tales, July Indian *and* Magique

Below: Garry from S/V July Indian *meets the lone tortoise*



Sandy Isle, off Paradise Beach, Carriacou, is a special Caribbean place. We are aware that it once had so much more splendor, but that a summer storm had robbed the island of beautiful mature palms. Even without these mature palms, the island is part of iconic scenes, with the outrageous profile of Union Island and other Grenadines to the north, tall green Mabouya Island close by to the west, the High North mountain of Carriacou to the east, and Paradise Beach looking even better than its name to the south. We understand that the locals, realizing what they have here, have planted the newer, immature palms; and that just makes it more special to us.

The island has easy room for at least seven cruising boats to anchor, and at least once per day, there are that many there. When we come here, we usually make friends easily, talking them into a dinghy ride to Paradise Beach for some pizza at "Off da Hook" or some other specialty at one of the other beach bars. Looking at Sandy Isle from Paradise Beach makes one believe he is standing in one paradise and looking at another.

The snorkeling around Sandy Isle is not too shabby either. Although you will not see the abundance that one sees in the Tobago Cays, we were lucky to find our first spotfin butterfly fishes, a large school of fairly mature houndfish, and quite a few rock beauties. Every reef seems to have something new for us.

Saturday, April 17th found us anchored off Sandy Island aboard *Cat Tales*. We had arrived three days earlier, and were happy to see old friends aboard Brian and Paula on S/V *Magique* and Garry and Linda on S/V *July Indian* pull in a day or two later. All of us had checked in at Hillsborough on our way to this spot, and all of us had seen the notices at Customs and Immigration about an Earth Day cleanup of nearby Tyrell Bay. As we just couldn't tear ourselves away from our own little paradise, we determined to do our part without moving the boats.

With our usual impeccable timing, the six of us, with garbage bags, landed on the beach at just about the hottest hour of the day. We made a line at the east end of the island, and slowly advanced to the western tip. Six people, six full bags of plastic, aluminum, and rubber, and the island is clean. We don't delude ourselves into thinking we're saving the world; but maybe we brought some good karma to ourselves.

On a footnote, we had earlier befriended a rather lonely red-legged tortoise during our stay at Sandy Isle. A young local man who was selling fish admitted to putting the tortoise on the beach on a whim, and had promptly forgotten it. When we arrived with our garbage bags, we brought a good bundle of carrots, cabbage, green pepper and cucumber to deliver to him/her. After a quick search, we found the little tortoise under some driftwood, doing its best to hide from the noonday sun. As we watched him go at the food in earnest, we concluded that his lonely, hot, hungry existence on Sandy Isle should come to an end. Garry and Linda took the tortoise over to a swampy area of the mainland. It is their opinion that the tortoise seemed quite excited as it scurried into the shady undergrowth. Whether it prospers with food and friends or dies in a highway accident, we'll never know.

We thank Project AWARE and the local dive shops Carriacou Silver Diving and Arawak Divers, the sponsors of the Earth Day event, for the inspiration and the bit of exercise.





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MERIDIAN PASSAGE OF THE MOON

JUNE & JULY 2010

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!

June

DATE	TIME
1	0326
2	0411
3	0453
4	0534
5	0615
6	0656
7	0738
8	0823
9	0911
10	1004
11	1101
12	1201 (new)
13	1302
14	1402
15	1459
16	1553
17	1644
18	1733
19	1822
20	1911
21	2002
22	2055
23	0149
24	2244
25	2338
26	0000 (full)
27	0030
28	0119
29	0206
30	0249

July

DATE	TIME
1	0331
2	0441
3	0451
4	0532
5	0615
6	0701
7	0751
8	0845
9	0944
10	1045
11	1146 (new)
12	1246
13	1343
14	1436
15	1528
16	1618
17	1708
18	1759
19	1851
20	1945
21	2039
22	2132
23	2225
24	2315
25	0000 (full)
26	0002
27	0046
28	0128
29	0209
30	0249
31	0330

A Cruiser's Day in Class

by Ellen Birrell

"When this old Rastafarian woman is gone, I want you to remember these things: Reading is important. In order to pass tests in school, you must be able to read, read the questions, understand what is being asked. We read and discuss these stories because it is important that you understand what you are reading." Cheryl Johnson set the tone for the Saturday afternoon children's reading club in Bequia. She asked the children to raise their hand if they had secured a library membership: "This is not your school library. I want to see who has gone to our library (she points up the hill) and obtained their own library card." Of the 50 children assembled, several raised their hands. Her humor, vitality, dedication to books and reading, and caring for the children were evident in every gesture. At Cheryl's urging, I — a visiting cruiser — was there to support her and the children. It turned into much more than that. It was a day for me to learn and grow.

Since November 19, 2006, Cheryl, who works at the Bequia Bookstore and owns the adjacent Sweetie Bird Garden Café, has hosted a reading program for local children. She calls on volunteers, young women like Abigail and Zalika, and adults like Mary whose first-grade grandson, Cameron, participates. Visiting sailors, both adult volunteers and young readers, also get into the act. "I really like it when the children from visiting yachts participate," Cheryl says.

On April 24th, there was an international orchestra of support: a young German couple; locals Zalika, Charlotte and Mary; and cruisers such as myself and Elizabeth, with her twin eleven-year-olds, Wesley and Claire, and their friend Sofi, a Bequia resident.



Bequia Reading Club members describe Sailing Days *to Miss J*

To start, Miss Johnson or "Miss J", as she is called by the children, divided the kids into age groups at five wooden picnic tables painted lovely Caribbean colors: lavender, lime, baby blue, salmon, yellow. The largest group of 15 was the nine- to ten-year-olds. This group was broken in half. Mary and I oversaw this table. Each table was given an age-appropriate book. Ten-year-old Samantha authoritatively and respectfully took charge. She knew the drill. She asked to read first and then to be a presenter. Jamie, Jason and AJ, the only boys in our group, sat beside me at the far end of the table. Our book was *Sailing Days*, the story of a Trinidadian boy whose uncle is just teaching him to sail when his mother announces they are moving to Switzerland. When it was time to select who would join Samantha for the presentation, everyone (but Samantha) agreed it should be a boy. They thought it should be big AJ but he firmly said no, several times. That left Jamie and Jason. I thought I had best chances with convincing Jamie and had just taken a card game out of my pack bribing: "If you present, I'll play this game with you afterwards." Cheryl from the front, ever vigilant: "Oh, Ellen, you brought a game to share with all of the children!"

After an hour of reading and discussion, it was time for presentations. "We're going to wrap up our presentations early today because our guest instructor Ellen has a game she is going to teach us!" Cheryl pointed my way. I squirmed in my seat wondering how I was going to morph a game designed for two to six players to work for a lively group of 50 youngsters. Two wooden benches were swung around. Smaller children scrambled in. Samantha and Jamie, representing our table, were first. They described the main characters and the story of *Sailing Days*. After 30 minutes, all five tables had presented and Cheryl introduced me.

"Hello everyone! I need an assistant for this game. Jamie is going to be my helper." Jamie proudly marched forward. "This is Quiddler. It is a deck of cards with one or two letters on each card. The object of this game is to form words and acquire the highest number of points. What do you see on this card?" I held an "I" card above my head. "I!" "There is an I!" called out one child after another. Leaning forward, extending the card closer to their attentive faces: "What else do you see on this card?" Jetting back: "Another I!" "A colorful drawing of an I." "What else?" They stared and stared continuing to describe the way the "I" looked. "What else?" I repeated. Finally, Cameron proclaimed: "The number two!" Relieved, I continued: "Yes, yes, this is a game of arithmetic as well as spelling. When you make your word, use the letters that will create the highest score. We will deal three cards to each table. At each table, come up with your best word. Some cards have two letters on them (I held up the CL card). They are worth more. How much is this one?" "14!" a child exclaims. "Oh, yes, does anyone know a word that includes CL?" Firing back: "Clothes!" "Clay!". One of the boys in the front row said "Cry". We stopped for a moment and talked about seeing and hearing the difference between CR and CL.

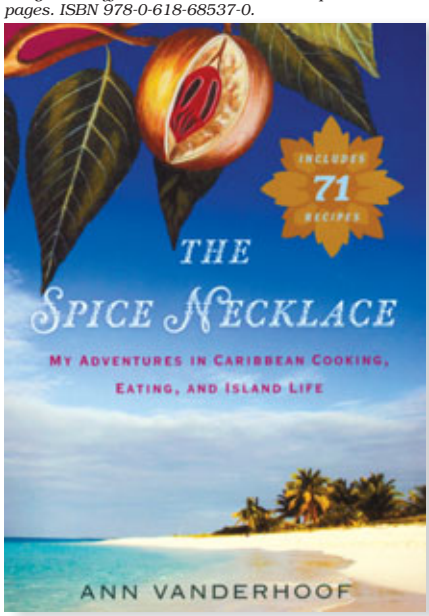
"We're going to start out with a hand of three cards. Make a word that consists of at least two cards with the highest score you can." With guidance from the adults at each table, the kids quickly caught on. By subsequent rounds of four- and five-card hands, the kids were pros. Cheryl really got into it and tallied each table's score for each hand in chalk on the wall. After the final round of seven cards: "The lavender team won with 94 points!" Cheryl effused. There was cheering and then trays of sliced banana bread and juice were served.

As the session ended, no one could leave without a personal goodbye with Miss Cheryl. "Wait a minute, you! I didn't get my hug and kiss!" Cheryl spotted the last children still in the café. Like a symphony, the audience, musicians and conductor mingled as one, leaving the event enriched and inspired.

Ellen Birrell is cruising the Caribbean aboard the Sun Odyssey 40 Boldly Go.

CRUISING ON THE EATEN PATH

The Spice Necklace: My Adventures in Caribbean Cooking, Eating, and Island Life, *by Ann Vanderhoof. Houghton Mifflin Harcourt, © 2009. Paperback, 460 pages. ISBN 978-0-618-68537-0.*



Cruising without meeting local people is like going to a party and spending your time alone in a corner: you can do it, but you miss most of the fun. To develop relationships, it helps to have a common interest. Some cruisers stow a guitar aboard, hoping to find local musicians to jam with. Others have a volleyball or cricket bat stashed away, and go ashore looking for a game.

Ann Vanderhoof is the founding editor of *Cottage Life* magazine and a former contributor to the late, great *Gourmet*, and her partner Steve Manley was a magazine and book art director. Ann and Steve also wrote a popular cruising guide to Canadian ports on the Great Lakes. When they decided to leave Toronto and cruise the Antilles, this couple found that their love of food was a natural entrée (pun intended) into Caribbean life. Everybody eats.

Ann writes: "…we quickly learned that food launched conversations with strangers. 'How do I know when this is ripe?' I'd ask, hefting, say, a breadfruit. 'And how do you cook it for your family?' Or, pointing to a bunch of mysterious leaves that looked and smelled like thyme on steroids, 'What do you call these? And what should I do with them?' Pleased by our interest, people were invariably eager to help. And we were encouraged by their warm response.

"We began poking our noses into kitchens on shore too, whenever we had tasted wonderful island cooking. And when my experiments in our own galley afterward brought less than four-star reviews from the resident food taster, we went back to those who'd helped us — and asked more questions. Food became our route into island life, and strangers turned into friends."

Their boat is *Receta*, a 1980s-vintage Tartan 42. Ann admits, "We called our sailboat *Receta* — the Spanish word for 'recipe' — reflecting our more-than-moderate interest in food." Their dinghy is named *Snack*.

Do you think you need a huge kitchen, Sub-Zero fridge, Wolf gourmet stove, dishwasher or even a microwave to be a floating foodie? Nope. *Receta* has a standard U-shaped galley to port at the foot of the companionway steps, with a floor space about two feet square. A cutting board that fits over half of the double sink provides the main food-prep surface. There's a fridge/freezer and a three-burner propane stove and oven. (There's also a propane barbecue on the stern rail.) Ann does most of the galley work by hand, with the occasional help of a Cuisinart wand blender with a small food-processor attachment.

But *Receta*'s galley isn't the heart of this book. That honor goes to Ann and Steve's exploits ashore, adventures in people and food. From searching for "self-spicing goats" (they feed on wild oregano) in the far rural reaches of the Dominican Republic to learning the secrets of professional chocolate tasters in Trinidad, there's never an underfed moment. The tone of the book is warm and friendly, and Ann doesn't worry too much about being PC: she refers to rental cars as "the shitbox du jour", admits to admiring young men's "tightly muscled butts", and occasionally "outs" an acquaintance's use of illegal herbs or avoidance of Customs. She comes across as a regular Western woman, albeit a food-obsessed one, alert, observant and cruising in the real world.

Poking noses into other people's kitchens means poking noses into other people's lives, too. While some readers might wince ("Do these new friends know they're being used as 'material'?"), most will appreciate the intimacy. A restaurant-review tour this is not. Paul Theroux wrote in the book *Fresh Air Fiend*: "The job of a travel writer is to go far and wide, making voluminous notes, and tell the truth… A book has the capacity to express a country's heart, as long as it stays away from vacations, holidays, sightseeing, and the half-truths in official handouts; as long as it concentrates on people in their landscape, the dissonance as well as the melodies, the contradictions, and the vivid trivia…"



Author Ann offers treats from her galley and insights from her new book

The recipes given at the end of each chapter relate to and embellish that chapter. If attempting to use *The Spice Necklace* as a cookbook, however (and you will), one drawback is that the recipes aren't indexed or mentioned in the Table of Contents, so if you want to whip up, say, those outrageous sounding Seafood-Stuffed Cocktail Bites for your next cockpit confab, you'll have to hunt for the recipe as well as shop for the shrimp. (Hint: It's at the end of Chapter 11, about Christmas holidays in the southern islands.)

The Spice Necklace follows Ann's bestseller, *An Embarrassment of Mangoes*, which was written about their first Eastern Caribbean cruise. On their second voyage to the islands, she says, "I'd already learned one lesson: forget the canned asparagus and chunked chicken. This time, our foodie bent would guide us from the start. Since spices and herbs are the heart and soul of Caribbean cooking, and the foundation of almost every dish there, we would also start with the spices."

A spice necklace is a souvenir sold on the streets of St. George's, Grenada, an aromatic garland of nutmegs, bits of cinnamon bark, whole cloves, bay leaves, vanilla-like tonka beans, and more. It is also a metaphor for the Eastern Caribbean chain of islands where, as Ann discovers and shares with readers, there's much more to the seasoning of local cuisine than the ubiquitous hot pepper.

Ann and Steve's fellow foodies will salivate over every page (and the pages containing the book's 71 eminently boat-friendly recipes will no doubt receive their share of curry, wine and other stains, too), but even non-cooks will relish the bright insight into both island life and the well-lived cruising life this book generously spreads before you.

The Spice Necklace *is available in Canadian bookstores (published by Doubleday) and will be released in the US on June 23rd. It can also be ordered from www.spicenecklace.com.*







JUNE 2010

♈ **ARIES (21 Mar - 20 Apr)**
Ditch the Dramamine! Any choppy seas in your love life will calm and it will be smooth sailing for the rest of the month.

♉ **TAURUS (21 Apr - 21 May)**
Your verbal skills will be buoyant and will come in handy later in the month to keep romance afloat when the seas of love get rough.

♊ **GEMINI (22 May - 21 Jun)**
Even though your boat-work energy level is low, this is a good time to launch creative on-board projects.

CANCER ♋ (22 Jun - 23 Jul)
As honeymoon-type romance fades into the mist, you and your mate will find new and inventive projects on board stimulating to your relationship.

♌ **LEO (24 Jul - 23 Aug)**
Love is sailing your way, so set aside distractions and enjoy being the center of attention.

♍ **VIRGO (24 Aug - 23 Sep)**
Renewed energy will boost marine business prospects and help you get underway on a positive new financial course.

♎ **LIBRA (24 Sep - 23 Oct)**
Full sails and smooth waters will aid your progress in creativity and communications.

♏ **SCORPIO (24 Oct - 22 Nov)**
Your love life may see some heavy seas in the second half of June but creative inspiration will be sailing close behind.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Creativity and communications will be full steam astern, but shipboard romance will be coming on strong.

♑ **CAPRICORN (22 Dec - 20 Jan)**
You'll have energy galore — but little inspiration to tell you which part of your boat to use it on!

♒ **AQUARIUS (21 Jan - 19 Feb)**
Creative endeavors with others, including those in the area of romance, will be a hard slog to windward. It may be best to find boat projects you can do by yourself for a few weeks.

♓ **PISCES (20 Feb - 20 Mar)**
It will be a mixed bag of changes for you throughout this month, some positive, some not. Shifting winds and unpredictable currents should keep things interesting.

Crossword Solution

ACROSS
1) SOUND
3) PIVOT
7) BUMPERS
9) SCHOONERS
11) BIRDS
13) NAILS
15) DAVITS
18) LWL
19) ABOUT
22) JOLLY
24) BE
25) ANCHOR
28) TA
29) MALE
31) BOW
33) WOODEN
34) OBOES
35) VESSEL
37) SOON
39) KETCH
42) ROPE
45) LIFE
47) ONE
49) GULL
52) COD
53) DUE
55) OUR
57) APES
59) STROKE
60) SQUARE
61) AFT
62) MEW

DOWN
1) SWAIN
2) DUH
3) PROUDLY
4) OAR
5) RUM
6) GEAR
8) SOS
9) SAIL
10) SET
11) BSA
12) DOUBLE
14) SLOOPS
16) IRON
17) SALT
20) TEEN
21) CANOE
23) YAWLS
26) CHOCK
27) COVE
29) MOTOR
30) AD
32) WE
36) SCULL
38) NO
40) TENDER
41) HUGE
43) ENDERS
44) BOATS
46) FAST
48) ESAU
50) LUFF
51) BOOM
52) CREW
54) USE
56) UKE
58) PA

Island Poets

Beach of Broken Homes

sandy crescent graceful and beautiful
and full of trash
as of homes broken from the daily trousseau

on you, no one focuses, nor seems that it matters
as you are downwind
the junk arrives from around the world!

and thus, being downwind, you receive with open arms
all the special deliveries that they send;
empty plastic baby bottles alongside flimsy forks

shattered polychromatic lighters next to foul-mouth slippers
toothbrushes with cartoonish, questionable characters
a child's blue spinning top and a used-up cough syrup container

from the beach to windward they are the ones in charge of the delivery
with their colorful canvas sunbrellas
smelly suntan oils and designer dark glasses

they arrive at full speed in their loaded pirogues
disembark and anoint their beautiful skin
then to lie down in the sand practically unclothed

and thus they begin to throw out their little trash vessels
and it's that the wind is a thief
it goes with time dragging away everything on which one does not fix an eye



it goes with a trembling finger cautiously removing
every type of foil or wrapper that is not firmly anchored
then to launch them upon the water without rhyme or reason

hardly realizing, the people, what has happened
who, it's to be supposed
won't move for anyone or anything at all

on the beach downwind you may encounter seats and sofas
sides of boats, tree trunks from the Orinoco Delta
a chess piece or even a used syringe

that's to say, almost every artifice of human life
there you can contemplate like some stupefied archeologist
a whole parallel world tossed out of the window

in the harvest you may discover limbs of dolls
or fancy velvet shoes with high heels
light bulbs, fluorescent, incandescent and even a few spark plugs.

but when all this has been buried by the next tidal flood
and the face and body of the beach washed clean with hard blows,
when everything has sunk slowly into the grains of sand,

and organized in strata, in accord with its own unique composition,
gone down to a crucible depth, together, each piece with its own peculiar history, conserved in crystals
of sodium chloride...

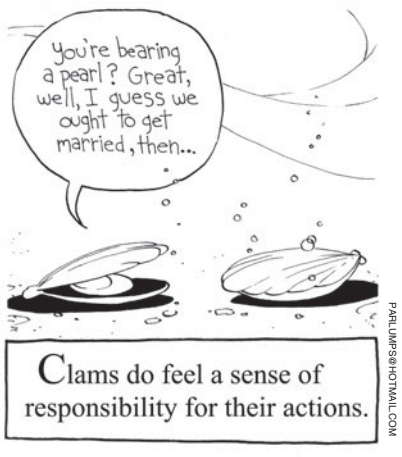
then — like a vast indelible memory, everything will be inscribed
and recorded within the immense and obscure matrix of this planet
far from our view of the thin and curved life that we live, here on the surface.

sandy crescent graceful and really beautiful
and full of trash
traced by the crystalline waters of a sentient sea

on you perhaps no one focuses, nor seems that it really matters
as you are downwind
the junk arrives from around the world!

— W. Gentieu

FACT-OIDS

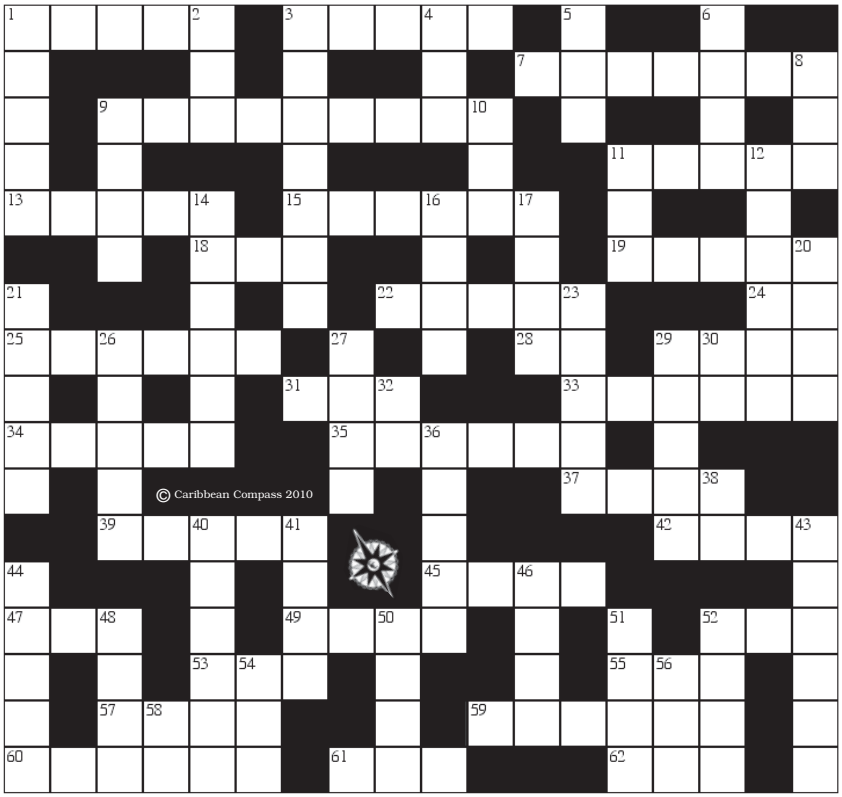


jerry-toon



"The boats love it, but the batteries cost a fortune."

Compass Cruising Crossword



'BOATS'

ACROSS

1) Measure water's depth with lead
3) That point within a vessel around which she turns on her helm
7) Fenders
9) Sailing vessels with masts of equal length
11) These like to perch on moored 44 Down
13) Fastenings for planks
15) Small cranes for hoisting dinghies
18) Length of hull where it touches the water (abbrev.)
19) Come _____: change direction
22) _____ boat: work boat carried by a cargo vessel
24) Old chart note: 'There __ dragons'
25) 'Hook'
28) __- ta: bye-bye
29) Electrical connectors have ____ and female ends
31) The pointy end
33) '_____ ships and 16 Down men'
34) Some woodwinds
35) 44 Down and jugs are each a type of this
37) 'Just now', maybe
39) 35 Across with the 61 Across mast shorter and set forward of the rudderpost
42) Cordage
45) ____ boats: emergency 44 Across
47) 14 Downs have ___ mast
49) A common seabird
52) The West Indian dish *buljol* is made from 17 Down ___
53) Over___: late in arriving
55) 'We live on ___ boat': cruisers' blog entry
57) Deck ____: winch grinders
59) One pull of the 4 Down
60) _____ knot: reef knot
61) Toward the stern
62) Sea ___: common 49 Across

DOWN

1) Boat_____: full spelling of bo's'n
2) Stupid sailor's remark?
3) 'What so _____ we hailed...'
4) Rowing tool
5) Jack Tar's libation
6) Equipment
8) Morse code for emergency
9) Piece of canvas used for propulsion
10) What a 9 Down should do properly
11) Barbados Sailing Association (abbrev.)
12) _____- 43 Down: Bequia 44 Down
14) The most common 9 Down 44 Down
16) Caulking tool
17) The sea is ____ water
20) Person between the ages of 12 and 20
21) Narrow boat with paddles
23) 44 Down with the 61 Across mast shorter and set aft of the rudderpost
26) Piece providing smooth lead for lines
27) Small bay
29) Engine
30) Place this to sell a boat
32) '__ Sail the Ocean Blue': song from *HMS Pinafore*
36) Propel a boat with one oar at the stern
38) Not yes
40) Dinghy
41) Enormous
43) Island near Mystic Seaport
44) Subject of this puzzle
46) How 44 Down should go in a race
48) Jacob's twin
50) At the center point in a tack your 9 Downs will do this
51) Spar at the foot of a fore-and-aft sail
52) Help on board
54) Employ
56) Small guitar-like instrument (slang)
58) Dad

Crossword Solution on page 32

Coral reefs are the key to a healthy Caribbean marine environment. Test your reef vocabulary with this word search puzzle by Pauline Dolinski!

CORAL REEF PUZZLE

C	C	A	B	S	L	O	W	A	T	E	R	E	T	A
E	O	N	W	A	P	S	P	Y	L	O	P	R	O	P
D	L	N	U	S	S	T	U	K	E	G	G	N	R	T
D	O	U	S	T	A	G	H	O	R	N	A	E	Y	S
I	N	C	O	E	L	O	R	O	I	E	Y	E	M	R
E	Y	R	F	F	R	O	W	A	C	L	E	U	Q	U
S	M	Y	R	N	O	V	R	O	A	P	I	F	A	B
S	H	C	A	E	L	B	A	R	C	C	O	L	O	R
E	P	R	E	V	A	W	O	T	L	F	S	E	B	A
S	M	O	I	R	T	C	H	A	I	D	P	I	U	T
S	R	O	R	M	R	S	C	S	M	O	O	L	B	S
H	R	I	V	E	P	Y	H	O	A	W	N	I	B	W
A	E	N	V	T	A	E	R	H	T	I	G	G	L	I
R	L	I	M	E	S	T	O	N	E	L	E	H	E	M
K	D	U	S	N	O	T	E	L	E	K	S	T	Y	E

ALGAE
BARRIER
BLEACH
BLOOM
BRAIN
BUBBLE
CALCIUM
CLIMATE
COLONY
COLOR
CONSERVATION
CORAL
CRAB
DIVER
EDDIES
ELKHORN
FISH
GROW
LIGHT
LIMESTONE
OCEAN
POLYPS
PREY
REEF
SHARK
SHRIMP
SKELETONS
SLOW
SPAWN
SPONGES
SPORE
STAG HORN
STARBURST
STORMS
SWIM
THREAT
WATER
WAVE

Word Search Puzzle solution on page 37

The Bird That Wanted to Be a God

by Lee Kessell

"There once was a bird that thought he could fly right up to the sun. In fact, he thought that he could outshine the sun with his brilliant golden wings."

"Oh, Granny," broke in Estie as she sat at her grandmother's feet, her head resting on the old lady's knee and her big black eyes shining like moons in her pretty dark face, "What happened?"

"He melted in the heat and his feathers burned up."

"That's a horrible story. Tell me that it didn't really happen."

Granny laughed at the little girl. "Of course it didn't really happen, Estie, but this story I'm about to tell you really did happen and I know all about it because I was your age here in the village at the time."

> *The chickens didn't know what terrible powers Golden Eye might have, so they ran away and hid under the bushes*

Granny was born in the small village of Belair under the shadow of the volcano on the island of St. Vincent. She had gone away to study to be a teacher and much later, after she had retired, she had returned to the village to look after her granddaughter while the girl's mother went off to study.

Now Granny went on with her story. "You know how pretty roosters are with their long tails of different colours? Well, this rooster — his name was Golden Eye — was extra special. In fact, there never had been a rooster like him. He had a tail that was perfectly gold, his wings were orange gold, his neck and chest were red gold and his comb was like a crown. All the young hens were madly in love with him and pranced about hoping to be his special love, but like all roosters, he had many wives and he fathered many chicks."

"Did any turn out like him?" Estie broke in.

"Not a one. But the trouble was that Golden Eye got above himself and one day he announced that he was brighter than the sun itself and to prove it he flew up without burning his feathers. Dropping back to Earth he announced that as he was brighter than the sun everyone must call him Bird God. This put them all into a terrible fright because as they looked up at the sun Golden Eye disappeared into it. Well, the poor chickens didn't know what terrible powers Golden Eye might have, so they ran away and hid under the bushes. Golden Eye hadn't expected this at all and it wasn't long before he became the loneliest bird that ever was."

"Oh." Estie looked very serious. "He deserved to be lonely, didn't he?"

"Indeed he did, *doux-doux*. Well, as time went by, Golden Eye's tail drooped in the dust, his head hung low and he became very thin. In the end he had to forget his pride and he called out that he was sorry, that he was no Chicken God at all and he begged for forgiveness."

"I hope everyone forgave him, because I would, wouldn't you?

"Yes, I would and everyone else forgave him, so it wasn't long before Golden Eye had a few faithful wives that he loved dearly."

"I like that story, Granny. It has a proper ending."

"You know, child, growing up with Golden Eye taught me a good lesson." Granny picked the little girl up and hugged her tight. "It's all very well to condemn people for the wrongs they do, but in the end, forgiveness is everything. Now, let's go into the kitchen and make some ginger cookies."

"And will you forgive me if I spill the flour and drop the eggs?"

Holding hands, Granny and Estie walked into the kitchen laughing.

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Join the dots to find out which tiny creature we're going to look at this month.

There are only two types of this kind of strange fish in the Caribbean: the Longsnout and the Lined. The shape of the head of this fish resembles the head of a certain land animal: do you know what it is? It's the seahorse.

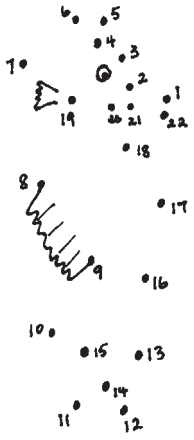
Seahorses are very shy creatures. Most can change colour to hide from predators so they are well camouflaged within the coral reefs and seagrass beds which are their home. They are related to pipefish which are long and thin and swim in a horizontal position. The seahorse swims in an upright position using the dorsal fin to move it slowly along. The pectoral fins behind the eye help it to keep its balance and allow it to change direction. It is not a very good swimmer so it spends most of its time resting with its curly tail wrapped around a stationary object on the seabed.

The seahorse is a fish but it doesn't have scales. Instead, it has a thin skin stretched over rings of bony plates. It has a long snout which it uses to suck up its favourite food, like shrimps and small fish. The seahorse has two eyes which can move in different directions at the same time.

The most interesting fact about the seahorse is probably that it is the only species in the world where the male of the species is the partner who becomes pregnant! The female produces eggs which she transfers to a pouch on the male's 'belly'. There, they are fertilized with sperm from the male then the male holds the fertilized eggs in the pouch for a few weeks. When they are fully developed, he expels them from the pouch. They look exactly like their parents in miniature! There may be many hundreds of the baby seahorses but only a few survive to become adults.

Most scientists believe that seahorses mate for life with one faithful partner. Other scientists disagree. Certainly, each pair will engage in a dance of courtship, changing colour, swimming together, holding each other's tails.

Seahorses belong to the scientific genus *Hippocampus*. This literally means "horse monster". The presence of these little 'monsters' reflects the health of their surroundings so it is important to take care of the marine environment if we wish to see more of them in the future.



ELAINE OLLIVIERRE 2010 ©

THE SKY IN JUNE

by Scott Welty

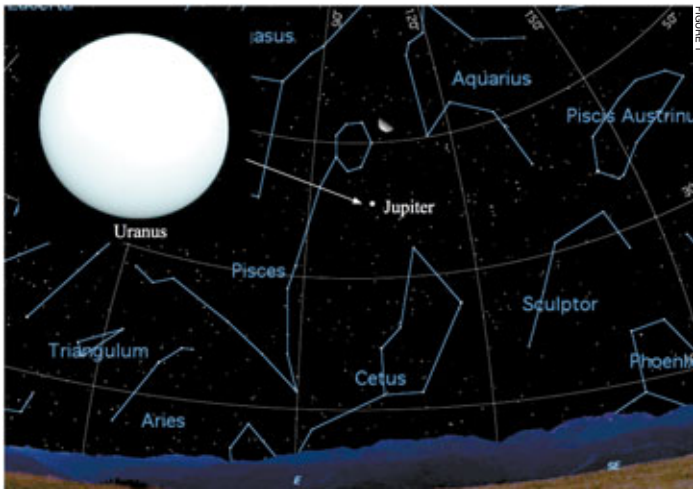


FIGURE 1

Looking east: Uranus and Jupiter on June 5th, 0400 hours. Waxing moon just above

The Planets in June

MERCURY - Best chance to see this is early in the month when it is 22 degrees west of the sun, rising at around 0415 hours.

VENUS - Nearly stalled relative to us and setting at about 2000 hours all month.

EARTH - Pouting because it received no presents on Earth Day.

MARS - In Leo all month. Visible after dark and setting from 2330 hours early in the month and 2230 hours toward the end of the month.

JUPITER - In Pisces and rising around 0130 hours and earlier as the month wears on.

SATURN - In Virgo and setting around 0100 hours.

URANUS - I've never listed Uranus in previous columns because it is only visible with a telescope. Turns out this might not be exactly true if you have *very* dark skies such as you get at sea away from all lights. Uranus is just at the limit of brightness of what we can see with our naked eye. So, how to find Uranus (mirror on a stick?)? On June 5th it will be very close to Jupiter — just to the left (see Figure 1). If you have very dark skies you might give it a try. Use your Steiners. Uranus should appear slightly blue. Back in Indiana, where I come from, if you can find Uranus you get to vote!

Sky Events This Month

June 5 - Regulus and Mars right next to each other (See Figure 2). More about Regulus below.

June 12 - New Moon

June 14 - Sliver of the new moon and Venus setting together

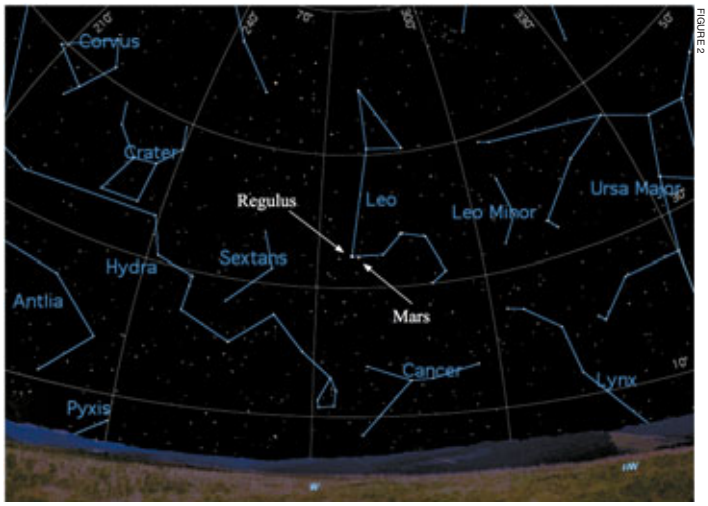


FIGURE 2

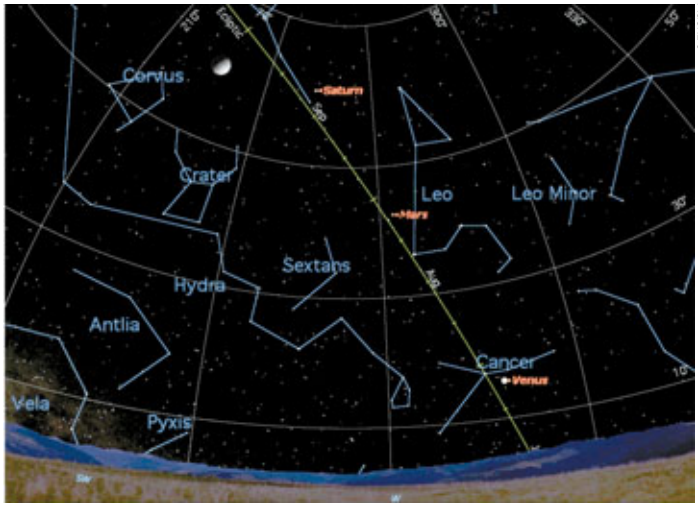


FIGURE 3

From the western horizon upward: Venus, Mars, Saturn, and the first quarter moon at about 2000 hours

June 19 - Nice line-up of Venus, Mars, Saturn and the first quarter moon (See Figure 3)

June 21 - Summer Solstice (see below)

June 26 - Full Moon

Summertime!

Yes, summer officially starts on June 21st with the Summer Solstice. From an Earth point of view this is the day when the sun arcs the farthest north in its daily east-to-west trip. If you wanted to stand in the shade of your own sombrero on this day you'd have to sail to 22.5° North, also known as the Tropic of Cancer. This latitude has that name because in June the sun is in the constellation of Cancer. Well it WAS when they named it the Tropic of Cancer. Now the sun is actually in Taurus in June due to the precession of the equinoxes, but what's in a name?

You might also note that this is the day when the sun rises the farthest north of east and sets the farthest north of west. Azimuth at sunrise in Grenada is about 65° true on the 21st. The sun is also moving the slowest in its north-south yearly movement at the solstice, as this is the turnaround point. Solstice comes from the Latin: *sol* (sun) and *sistere* (to stand still). So these rise and set points will hardly seem to change for many days. Sunrise will only have moved to 70° at the end of July.

Regulus

As stated above, the star Regulus and the planet Mars are *apparently* near each other in our sky on June 5th. In fact, Regulus is about 75 light years away (which is CLOSE as stars go!) and being over three times more massive than our sun makes it one of the brightest stars in our sky. Regulus is the brightest star in the constellation Leo. Of course it also becomes very famous in the future…

In the 2150s Regulus was located inside Vulcan territory, near the Andorian border. In 2154 for the preemptive strike against Andoria planned by Administrator V'Las, the Vulcan High Command amassed a fleet of twelve cruisers at Regulus. Regulus was chosen because it lay outside the range of Andorian listening stations. – From Wikia Entertainment

To Contemplate While Having a Glass of Wine on Deck

When constants aren't constant. The spin of the Earth (our day) seems about as dependable and repeatable as anything could be, but that's just because we don't live very long. In fact the Earth has been steadily slowing down (and thus the day lengthening) due to the friction of the tides. Yep, when that high tide washes up on the beach that slows us down a little. In fact the Earth is slowing down at a rate of two seconds every 100,000 years. See why we don't notice nor have to reset our watches? A clever thing about this is that there are some corals that leave yearly rings, as do trees, but they also leave daily rings. So you can date a coral fossil by counting how many daily rings are between two yearly rings. You can find 400 daily rings per year in some coral fossils dating them back to 380 million years ago when the day was about 22 hours long and there were 400 days in a year. This trick then agrees nicely with radioactive dating techniques. Wow, 380 MILLION years ago… remember, if the entire history of the Earth were compressed into one 24-hour day, humanoids would appear at 20 seconds before midnight. (Amazing that we *just got here* and yet have found so many ways to screw up so much of the planet!)

Scott Welty is the author of The Why Book of Sailing, *Burford Books, © 2007. Visit him at www.sailing-science.com.*

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Doolittle's Restaurant

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Tuesday: Surf & Turf (Limbo Dancing/Fire Eating)
Wednesday: Trio of Fish (Live Entertainment)
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Friday: Steak Night
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Yacht For Sale

Damaged 45' Bristol, centre cockpit fiberglass cutter.

This well-maintained vessel was built in 1983 and sports fairly new Awlgrip painted topsides. Bristol is a well known manufacturer of high quality sailing yachts and this is an opportunity to purchase one for a fraction of its value.

Unfortunately "Primrose" whilst being readied for launching, was dropped onto the forefoot of the bow and has suffered damage to the forward bow area below the waterline. The mainmast also broke at the spreaders causing rigging and mainsail damage due to the Hood in-mast furling system.

This is a fantastic opportunity to lovingly restore this fine vessel, for either personal use or resale. We invite interested parties to inspect the vessel, which is lying in Grenada. For an appointment, please call Mr. George Robinson at: 1 (473) 440 1193 or 1 (473) 407 5369.

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Tide's Table

by Ross Mavis

Scrumptious Sea Scallops

My wife Willa came home with some great, big, beautiful scallops that were on sale in the market recently. These delicious mollusks were of the sea variety as opposed to the smaller bay scallop.

I've been told that prime scallops are more beige or pink than white. Apparently the soaking of harvested scallops in water leaches the colour from them and also adds unfairly to their weight.



Although the entire creature is edible, we in the Caribbean and North America primarily eat only the muscular hinge of these fan-shaped shellfish. These delicious morsels are high in protein, and contain some carbohydrates and little fat. Quantities of calcium, niacin, iron, riboflavin and thiamine plus a high amount of phosphorus can be found in scallops.

I am not a scuba diver, but I've been told by someone who is that scallops possess eyes of deep blue, almost electric turquoise in colour. These are located on short stalks just inside the shell's mantle. Apparently the eyes can detect motion and a scallop feeling threatened can quickly dart away. This is accomplished by the animal clapping its shell open and closed, causing expelled water to act as a thruster. In areas with very low tides, scallops don't do as well out of water as oysters. Although their adductor muscle, the part we eat, is very strong, it does not have the capacity to remain tense for very long, allowing the shell to open. Marauding sea birds can make short work of partially opened scallops.

Sometimes Willa and I enjoy scallops in a marinade of lime juice, diced tomato, cubed avocado or mango, chopped onion and sprinkle of chili pepper flakes. This dish is called a *ceviche* and is eaten as a first course or appetizer. Very fresh scallops should be sliced into thin slices and placed in a glass bowl with the other ingredients. After resting in the refrigerator for several hours, the lime juice has cooked the flesh, causing it to turn opaque.

If decadence is the order of the day, Coquilles St. Jacques fill the bill. Scallops are lightly poached in white wine and herbs and then robed in a white sauce of whipping cream, butter and pepper, and topped with breadcrumbs and freshly grated Parmesan. These are best served in scallop shells and browned briefly under the broiler.

Another way we enjoy serving scallops is to simply sear them in a hot pan and stack them on a bed of fragrant greens. Baby spinach or young Swiss chard works well for the green vegetable base. The hot pan the scallops are cooked in serves double duty to brown diced garlic and to wilt the spinach which is tossed with the garlic bits.

A tip in cooking scallops in this fashion is to not crowd them in the pan. A large quantity of liquid given off by them when crowded retards the searing process.

Seared Sea Scallops on Greens

SCALLOPS
- 1 Tablespoon (15 ml) flour
- 1 teaspoon (5 ml) paprika
- 8 fresh sea scallops
- 2 Tablespoons (30 ml) canola oil

GREENS
- 2 Tablespoons (30 ml) canola oil
- 2 cloves garlic, diced
- 5 ounces (140 g) baby spinach leaves
- freshly ground pepper and salt to taste
- 2 lemon or lime wedges

SCALLOPS

In a small pie plate, mix flour and paprika. Dredge scallops lightly in mixture.

Place a cast iron frying pan on medium high heat. When the pan is very hot, add canola oil and place scallops, un-crowded, in the pan. Let scallops sear for about two minutes on each side. Remove and place in a dish to keep warm.

GREENS

Rinse pan and return to high heat, add canola oil and diced garlic. Stir until garlic bits are nicely browned but not black. Remove from pan and reserve. Add greens to pan and stir until they are nicely wilted. Add browned garlic bits and toss to incorporate well. Salt and pepper lightly and divide the greens between two plates.

Place warm scallops on top of greens and serve immediately with a wedge of lemon or lime on the side. Scrumptious!

Questions regarding cooking or food in general are welcomed at Ross@InnontheCove.com — I'll do my best to provide an answer for you.

BA-LA-TA!

by Shirley Hall



Spring is here, the rainy season isn't far away, and to me this time of year in Trinidad always means the balata are ripe! The balata tree is *Manikara bidentata* and, like its relative the sapodilla *(Manikara zapota)*, it produces a tasty, sweet tropical fruit. Unfortunately, balatas usually have too little flesh, with too much seed.

We know of a few trees that bear large balatas, half the size of a hen's egg. These are huge trees reaching almost 200 feet tall. One tree is above Twojoe Bay on Trinidad's north coast. This great tree hangs on the side of a steep hill immediately above the pounding surf. It has lived through at least five generations of the family whose home it shades. Around it are three smaller trees that seeds spit out by fruit-eaters have spawned.

The balata tree is a slow grower, very tolerant of shade especially in the high, thick forest. Partial shade develops strong, deep roots that cling to the hills and can withstand powerful winds. Puerto Ricans also love this tree, but mostly for its wood, especially used for building boats. There it thrives in acidic clay soil, but with a bit of care it will grow in almost any type of earth on hillsides, floodplains, or along the sea. Balata only requires adequately drained soil.

The main use of the tree outside Trinidad is as commercial wood. Balata timber is used for railroad ties under the rails, heavy construction, furniture, and even pool cues. This wood can be bent in a steam box for boat frames and other curved pieces. Balata resembles mahogany and is resistant to the dry wood termites because the wood is deadly poisonous. If working with balata lumber be sure to wear a dust mask.

Back in the third week of March we started looking to the high branches to watch if there are any fruits ripening from yellow to orange. The balata posse we tagged along with had father and two sons working to get a nice sweet taste. The elder son, Bradley, rivaled Tarzan for his adeptness in climbing to the high, slender branches still loaded with succulent fruits. This tree has been raided a few times, but it has a unique protector, "jep" nests! Jeps are tiny wasps that pack severe pain in their stingers. I know big men who fear their sting more than that of any snake. Stories prevail of men being run down and stung to death by these tiny wasps.

The landward side of the tree had four jep nests protecting some of the most loaded branches. Bradley carefully moved close, but not too close. Father Steve shouted directions from ground level. Wearing his backpack on his belly Bradley held a branch tight with one hand, while the other scooped the fruits into the bag. Younger brother Nick quickly grabbed any that fell. None of those made it to any bag. Fifteen minutes later Brad was safe on the ground and we enjoyed the fruits of his labor.

After consuming 20 or more big fruit, our lips and fingers were sticky. We learned a new trick: take a balata leaf and wipe all the stickiness away! Balata actually means "sap" in Spanish. Mature trees are tapped for balata gum, which is similar to gutta-percha, a not-very-elastic rubber. Sap has been harvested from some trees for more than two decades. Originally the latex was thickened by fire or dried in the sun, and souvenirs or novelties were fabricated. Now the latex is used for a non-elastic rubber needed for some golf ball skins and machine belts. It is very waterproof and excellent for insulating underwater and underground electric cables and connections.



Above: Bradley out on a limb, collecting ripe balatas
Top: The fruit of his labor

These delicious fruits are most often eaten fresh. A hundred grams of balatas, about a big handful, have 62 calories with two-and-a-half grams of protein and ten grams of fat.

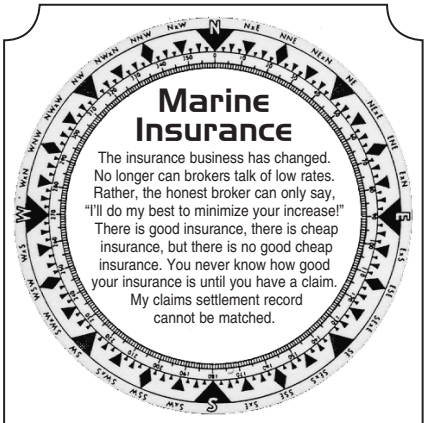
Be careful to lean forward when eating balata because the juice leaves a nasty stain on clothing.

Balata Frozen Treats

This year we had so many balatas I finally made sherbet. First split the skins with a sharp knife. Twist open and scoop out the flesh, discarding the seed and skin. It is best to do this over a large bowl so none of the sticky juice hits the counter or floor. (Forget about doing this with small fruit. Ours were over an inch in diameter, making them easy to clean. Our project took about 40 balatas.) Be certain your blender can chop ice. Add a tray of cubes to the cleaned balata flesh in the blender and chop for a few minutes. At this stage, you will have balata ice — excellent for homemade snow cones. Add a can of sweetened condensed milk and blend again to create balata sherbet. A touch of cinnamon and nutmeg increases the unique balata flavor. Pour this mixture into a plastic flexible container and freeze until it just starts to harden, in four to five hours. Remove from freezer and blend again to break the ice crystals. Refreeze or serve.

For the Gardeners

Those familiar with enjoying balata know you must have enough space to spit out the skin and seeds. It is the same with growing a tree — it needs plenty of space. Sprout several seeds and pot them in soil for at least a year. If you have a 40- by 40-foot area that is free and would be nice shaded, it is perfect for a balata tree that will last from father to sons many times over. Keep a balata tree as far away as possible from any septic tanks as the roots will creep to find a good source of water. Once the tree is three years old, give it starter fertilizer (12-24-12) mixed equally with calcium nitrate at one cup every three months. Balata grows slowly, but needs water — so irrigate monthly in the dry season. Wrap the young tree's trunk with aluminum foil so the whip string of a bushwhacker can't damage it.



I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

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The Food Fair

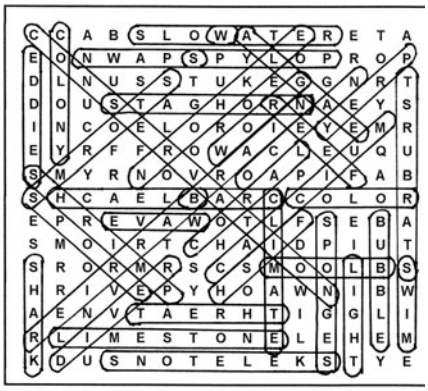
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Read in Next Month's *Compass*:

Finding Bliss in Barbuda
Summertime Grenada Revisited
St. Barth's Tomb of the Well-Known Sailors
...and more!



Dear *Compass*,
I am extremely shocked by Angelika Gruener's Letter of the Month in the February issue. Let me tell you that I have found some of the things she wrote not to be true.

I've been in Venezuela for nine months now and it is the third time we have come without any problem. I just hauled out my Lagoon 42 catamaran for two weeks and spent two weeks in a marina hotel in the Gulf of Cariaco. The invoice for my cat was US$358 and the hotel bill for 15 days for three people including room, great breakfast, lunch and dinner with a lot of drinks at the bar, was US$1,670, making $37 per day per person.

I have just been to the market and I can tell you that onions are not US$6 per kilo but 70¢.

Juan-Felipe de Villagarcia
S/V Bananera

Dear *Compass*,
I am appalled at the wrong impression about the security situation in Chaguaramas, Trinidad that is being presented in articles put out by the media.

My wife and I have lived on a boat in Chaguaramas for the past 11 years and have never felt that our personal safety was threatened. Several years ago Chaguaramas was plagued by dinghy/outboard engine thefts off boats at anchor, but the thieves were caught and the situation stabilized. We still have the occasional theft, but if I look at the statistics available on the Caribbean Cruisers' Safety Net, then for the past 12 months Trinidad has had the least problem with theft and assaults when compared to other islands in the Windwards and Venezuela. The figures for Venezuela and its outer islands could come from a war zone. In Chaguaramas over the past 12 months there were no assaults, although there were three reported dinghy thefts (two of which were recovered without engines) and one personal robbery. So far in 2010, there has been one case of a break-in on a yacht and no thefts of dinghies.

The threat of pirate attacks has also been distorted. In the last three years there were two confirmed reports of armed attacks on boats making the passage between Trinidad and Grenada. Although these are two too many and must have been horrific for the crews involved, I believe that these were very unlucky, opportunistic encounters. We sail to and from Grenada two or three times per year and over the past year crossed between these two islands six times and visited Tobago once and although we have seen a number of pirogues and had some pass nearby, we had no problems.

On our recent trip to Tobago, we were challenged by a T&T Coast Guard vessel that we had watched stopping and checking up on every fishing vessel within our range (six total) before coming over to our yacht. We were asked for our details and after about ten minutes (I assume spent getting confirmation from Customs and Immigration in Chaguaramas), we were allowed to proceed. The Trinidadian Coast Guard is out there, although it seems mainly at night presently because of a shortage of trained crews for their new offshore patrol boats. We have been informed that there is a large contingent of T&T Coast Guard personnel in England at present undergoing training and presumably when they return we will see a greater number of patrols offshore.

I live and work in Chaguaramas and sail regularly between Grenada and Trinidad and feel as safe here as I would at home. Maybe I will be mugged one day, but that could happen anywhere. My message to other cruisers is, "Don't let unfounded rumour prevent you from coming and enjoying this very different island."

Niels Lund
S/V Baraka

Dear *Compass*,
It really amazes me when cruisers talk about all the crime in the Caribbean. I don't believe there is any more crime here than any other place in the world — there are just so many more opportunities.

When ashore, I live in a very nice home in a very nice neighborhood in the US. We have very little crime and feel secure in our house. But every night, we lock the doors, secure the windows and make sure lawnmowers, bicycles, etcetera, have been put away and locked up before we go to bed. Why is it that cruisers who come to the Caribbean act differently? I am shocked at the stories I read in your paper, not by the acts of thievery, but in the ways that cruisers tempt would-be thieves and give them golden opportunities. Cruisers leave their hatches and companionways wide open and then go to sleep. Their decks are so cluttered with stuff, the boat looks like a floating Budget Marine store. Ask yourself, would you really go to bed with your front door wide open back home, and leave a bunch of your belongings on the front yard by the street?

There are easy and cheap ways to make your boat safe. Large deck hatches can be secured with burglar bars or rods. Any welding shop can make these up out of stainless steel bars 3/8" or 1/4" thick, with a small rectangular mounting tab (with two screw holes) at each end. Just screw them to the interiors of your hatch frames. You can use screws with a special head, requiring a special screwdriver to remove them, if you want. (Be sure to keep a screwdriver handy in each cabin in the rare event of flooding or fire and you need to undo them to get out!) For your companionway, just use 1/4" by 1" flat aluminum bars welded into a small grid, sized to slide into your hatch board slot. Many companies are also selling small burglar alarms, battery operated, that sense body heat rather than motion. Mount it in your cockpit and sleep like a baby.

Locking your dinghy up is also simple and cheap. Go to any rigging shop and ask for a 25-foot length of discarded rigging wire, or better yet, discarded vinyl-covered lifeline cables, as heavy as you can handle. Get the rigging shop to swage an eye in each end, then lock one end to the outboard engine locking handles, run it along the inside of the dinghy, and tie it to the bow. You should then have 20 feet or so left to use to tie the dinghy up to your own boat (by locking the other eye to a stanchion) or to a dock onshore. The reason to have it fairly long is for those very crowded dinghy docks, so you don't act like a "new cruiser" and tie up too close to a dock thus preventing others from getting in. (Personally I like these dumb cruisers, because when I come back from walking all over town, I have to get into two or three of their dinghies to get to mine and by then my shoes are nice and clean.)

Most cruisers these days seem to have huge, brand-new outboard motors on their dinghies. Frankly, I just don't understand what they are thinking. They sail thousands of miles at five to seven knots to get to paradise and a peaceful, relaxed lifestyle, and are even thrilled at speeds of eight to ten knots underway. But when they arrive at an anchorage, they have to speed around at 15 to 20 knots, making lots of noise and throwing wakes through the anchorages. Maybe they really miss their hectic, fast-paced life back home. My wife and I sailed around the world with a four-horsepower outboard and did just fine. We recently completed circumnavigating South America carrying only a three-horsepower outboard and had no problem. The only time we lock our dinghy and outboard is when other cruisers are around. In all my travels, I've never seen a local paddling around in a rubber dinghy, and no self-respecting fisherman would be caught dead with a three-horsepower outboard — he'd be the laughingstock of his village.

John Martin
S/Y Moon Dog

Dear *Compass* Readers,
This is a warning to all yachts visiting St. Vincent to be aware of the boat thefts going on in Wallilabou Bay, St. Vincent.

In early April, for the first time, we anchored overnight in Wallilabou Bay. We arrived in the dark and as we had previously heard that if moorings are not paid for before nightfall and business is not given to the locals, you were likely to get your lines cut! So we made sure that we tipped the dinghy boy for helping us to a mooring. We then bought ice and paid for our mooring.

While ten people were asleep on our yacht, thieves boarded it (a VERY SCARY thought). They stole approximately US$1800 worth of equipment and cash from our guests.

Geri S. Ferdinand
Boat Name Withheld by Request

Dear Geri,
We forwarded your letter to Steve Russell of the Wallilabou Anchorage for comment, which follows.
CC

Dear *Compass*,
Thanks for allowing me the opportunity to respond to this issue.

We were proud of the fact that not a single incident had occurred at Wallilabou involving the police since the theft reported by Captain Kjell of the Swedish yacht *Treviljor* on the 1st of February 2009 — until recently.

—Continued on next page

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Since that time, we have documented every single event for which it was necessary to call in the local constabulary.

Since the 2009-2010 season began, there have been three instances of theft in Wallilabou Bay. On March 2nd, Lou Dequne of the USA reported the theft of one laptop and a camera from his yacht. On the 27th of March, Christopher Respini of Austria reported the theft of a quantity of items, and on the 11th of April, Gerston Ferdinand from the UK reported a theft on his boat.

We apologize to all those persons who have sustained losses at Wallilabou and know the misery that such an experience causes. We continue to work diligently to make the bay a more secure place by employing security personnel, increasing security lights and partnering with the local Police in mitigating any unlawful acts.

While it is no consolation to those who suffered losses at the hands of these criminals, according to the Caribbean Safety & Security Net website, Wallilabou has reported among the lowest number of yacht incidents of any bay in St. Vincent & the Grenadines during the past yachting season and remains one of the safest anchorages in the country.

Thanking you for your kind attention.

Yours truly,
Stephen Russell
Wallilabou Anchorage
St. Vincent

Dear *Compass*,

Some six months ago I installed a Garmin chart plotter at the helm station on our yacht. Not only did I want this unit because of its excellent AIS program, but I also wanted a secondary stand alone/back-up GPS system.

This unit has a good sun cover supplied — and I am now on my THIRD one! Where on earth are these covers going, I ask? Can the wind be blowing them off? I hardly think so — for three reasons: a) The covers are a very tight fit and it would require a huge blast of air to knock them off, b) our cockpit is very protected, central with a permanent windshield/dodger, and c) with nearly five-metre beam on the yacht the unit has a long way to travel to go over the side.

So the only conclusion can be is that they are being filched — but WHY? The cover costs exactly US$16 to replace at Budget Marine. Are people really risking theft over such an odd (and available) item? Has anyone else in the readership experienced a theft like this in Grenada, Antigua or St. Martin?

The second two covers have engraved on the inside "Property of *S/Y Indaba* — if you are reading this and the boat you are on is NOT *Indaba* kindly punch yourself (or the owner) in the mouth immediately". Wordy I know, but what the heck!

Regards,
J. Burnie
S/Y Indaba

Dear *Compass*,

Having enjoyed another wonderful cruising season from Grenada to Antigua, back to Grenada and in between, I felt I had to write to you about something that happened on our return to Canada.

One of the complaints most heard "down south" is about security issues, as if nothing happens anywhere else in the world. After flying into Toronto we went to our son in Kingston, Ontario. He has a part share of a boat there and we arrived in time for launch weekend. On the Saturday we went to help with the clean-up on the boat. Being a small boat its propulsion, apart from sails, is by a small outboard engine. This we noted was locked in place. Early the Sunday morning we returned to the marina for launch to find a very distraught owner — the outboard had been stolen! Twelve engines and several dinghies on a trailer had gone.

So cruisers, just remember, it can happen anywhere and in this case "lock it or lose it" didn't hold true.

Joy and Ian Winterborn
S/V Reberth

Dear *Compass* Readers,

Remember that 1989 baseball movie, "Field of Dreams", starring Kevin Costner? In the story, a man follows his (some would say crazy) dream and builds a baseball diamond in his Iowa cornfield... and sure enough, he sparks some epic baseball action. The analogy can be applied to Jerome Bardouille, the principal of Isaiah Thomas Secondary School on the island of Dominica. Bardouille's vision was to create a "literacy center" in his high school — a school whose students have suffered from a lack of infrastructure and resources for many years that has led to a precipitous drop in reading skills. When Hands Across the Sea heard about Mr. Bardouille's dream, we pitched in to help — all made possible, of course, by the cash contributions and donations of "gently used" books by generous Hands supporters as part of our Schools (not Pirates!) of the Caribbean project.

The instant success of the Isaiah Thomas Secondary School Literacy Center has been very exciting. To hear the "oohs" and "aahs" from the first group of students to visit the center — along with the occasional shriek as a student found a book they've been dying to read — is wonderful. This first batch of books is exciting and we'll be spending the summer looking for more books to ship down to add to the Goosebumps, Babysitters' Club, Nancy Drew, Hardy Boys, Lemony Snicket and Harry Potter collections. If you have books to donate, or can donate some funds to help us buy more of these series, the students at ITSS will be thrilled!

On Dominica, as throughout the Caribbean, books are breathtakingly expensive — two to three times more costly than the same titles in the States — if they are available at all. Many families have little or no money to buy books of their own, and many communities lack a library, so the only place young students can read is in school. The ITSS Literary Center will be playing a key role in improving reading skills for many, many years to come.

We owe a huge "thank you" to our partners at Tropical Shipping (www.tropical.com), Boaters for Books (www.boatersforbooks.org), AIT Worldwide (www.aitworldwide.com), and Harte-Hanks, Inc. (www.harte-hanks.com) for their invaluable logistical support.

TL and Harriet Linskey
Hands Across the Sea, Inc.
www.handsacrossthesea.net

Dear *Compass*,

This is for Adam, the boat kid who wrote a letter about the death of his cat in the April issue.

Dear Adam,

I cannot put into words how moved I was by your letter about the loss of your furry friend, the lovely Rita. I am an older woman and have loved and lost many pets in my lifetime and want you to know that you are right: she will live in your heart forever.

I also want to encourage you, when you and your family are ready, to adopt a kitten or puppy. You will not be being disloyal to Rita, and she would want you to be happy. A kitty or pup will bring new love and laughter into your life. You won't be replacing Rita, as you will find you have room in your heart for a new and different furry friend.

Melinda Parke
Bequia

Dear *Compass*,

Thank you for your item on the Wirie (WiFi device) in the Business Briefs section of your April 2010 issue. We bought the Wirie in February 2010 and it cost US$275 including an extra extension USB cable. Because of the cost, we had some questions quickly answered. Mark's technical comparison chart of the Wirie against other WiFi solutions was easy to understand. Since February 2010, we have used the Wirie on a daily basis from St. Martin to the Grenadines and the results have been outstanding. Technical Support was quick to answer my questions via e-mail. The Wirie came with technical documentation that allowed me to set it up permanently on the boat within two hours.

In addition to the advantages listed in the news item, the Wirie has:

• Decreased crew stress. We used to have some stress on discussing when and where to go ashore to use internet connections that may be up or down on arrival, and the cost of buying the food and beverages associated with being allowed to sit in the internet location.

• Increased safety. We typically leave our departure anchorages in the early hours and have been relying on internet weather gained the day before. Now we can review weather at our anchorage just before we depart.

• Improved communications. Gone are the frustrations of moving around the boat with the laptop and towel on one's head to cut the glare on the screen. Now we can contact our family and friends 24 hours a day from our anchorage.

The Wirie has been our best boating purchase this season. Thank you Mark for your leading edge product and proactive technical service.

Pamela and Graham Ellis
S/V Mandolin

Dear *Compass*,

In July of 2009 we purchased 300 feet of anchor chain from Secure Anchor and Chain, a retailer in Fort Lauderdale, Florida. The chain was reasonably priced and even with shipping to Grenada represented a savings over what it would cost us on-island. The chain was represented as CMP (Canada Metal Pacific), ISO high-test, hot-dip galvanized windlass chain.

We put the chain aboard late July and were moored at a dock until September 1, 2009. We then took off for a few weeks at anchor. By Week Two, rust had started showing through the galvanizing. By Week Five, all galvanizing was gone from any part of the chain that had been used.

I contacted the retailer who told us that they would replace the chain but it would have to be done in Fort Lauderdale because they need the old chain back to return to their distributor. They refused to ship the replacement chain to us in Grenada even if I were to pay the freight. We weren't planning on going to Fort Lauderdale but that was what it looked like we were going to have to do. Secure Anchor and Chain later relented and said they would ship to a destination on the US East Coast.

—*Continued on next page*

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Letter of the Month

Dear *Compass* Readers,

As anyone who sails knows, it's awesome to come across a creature as magnificent as a whale while underway. Incredibly, the current worldwide ban on commercial whale hunting might be about to be lifted. Don't worry; I won't regale you with gory stories. Let's discuss this rationally, shall we?

After sailing the entire Eastern Caribbean, my husband and I recently settled in St. Kitts. St. Kitts hosted the International Whaling Commission (IWC) meeting in 2006, and at that time wrote a declaration proposing that the ban should be lifted in the Caribbean. Several Caribbean nations endorsed it. One of them, St. Vincent & the Grenadines, has in fact been killing whales under the IWC's "aboriginal whaling" (non-commercial) rights. Now whales are under attack again, only on a grander scale.



Commercial killing or whale watching? That's the question

Why? Is it a cultural thing? Throwing virgins into live volcanoes was a cultural thing too, but if it was still happening in the South Pacific I wouldn't go watch it and justify my complacency on my supposed respect for tradition. Plus, we've learned a bit since the days of our ancestors — haven't we?

No. Unsurprisingly, the primary reason St. Kitts and other Caribbean countries took this ill-advised route was thanks to the approximately US$100 million in both monetary payments and new fish processing facilities offered by Japan to vote with them on this issue. Talk about "blood money".

Despite the fact that the locals themselves didn't want this declaration written, the head of the Fisheries Department said, "The region would like to see the exploitation of the whaling industry for the benefit of the Caribbean". I don't think so. There are many reasons most islands have not started hunting whales, despite their IWC votes, and tourism — including whale watching — is one.

Now, what few regulations there are on whaling are being threatened once again and it could soon be a free-for-all out there. I bring this up, not only because I am totally against killing whales, but also because it would be bad for St. Kitts (and other Caribbean countries). This island is just getting its foothold on tourism after switching from a sugar-based economy. Why are the bureaucrats so eager to kill (pun intended) tourism's momentum before it even gets started?

Here's what one soul at the St. Kitts Fisheries Department, Cedric Liburd, said about whaling in St. Kitts: "We are speaking to data, we believe that science should be the way forward but instead of it they are really focusing on the emotional aspect of it."

First of all, there is no science behind it. Japan has not submitted one meaningful scientific report obtained from its "scientific" killing of whales. But we already know a lot about whales: they form strong family units; they sing songs specific to their pods, songs that have been around for thousands of years; they're pretty intelligent; and they feel pain. Isn't that enough to make us question whaling? Second of all, of course we're focusing on the emotional aspect of it. Isn't that what supposedly separates us from the animals? You know — the fact that we actually feel compassion (I dispute that other mammals don't share this trait, but I digress).

We can decide to destroy or not to destroy. What to eat or not to eat. We do have choices. Unfortunately, every other thing on the planet has to live with the choices we humans make. The good and the bad. This one is bad.

"We have all these tourists coming here; what are we going to feed them with, are we going to ask the United States to send the fish here?" Mr. Liburd asked, adding, "That's not what we want. We want to be able to benefit from tourists coming to our country and that's what we have to look at."

He's kidding right? They don't know how they're going to feed all the tourists without killing whales? Believe me, no one is going to starve on this island. Any day of the week, and especially on weekends, there are half-barrels full of hot coals on every single corner (and in between) cooking up more food than McDonalds.

A widely touted reason for killing whales is the misguided notion that whales are depleting the world's oceans of fish. It is not whales that are depleting fish stocks but rather over-fishing by huge trawlers and factory ships. They take not only targeted species but also kill thousands of dolphins, sea turtles, and other marine life as they drag miles of nets destroying reefs that are the nurseries necessary to protect fish as they grow. In the Caribbean, the relatively few whales that pass through here are most certainly not a threat to the fish supplies (in fact, humpbacks don't eat at all while they're in the Caribbean). I'm pretty sure there are more fishing vessels than whales out there.

Proponents of whale hunting want to assure us that the whales won't be over-harvested. Good luck with that. There's a fisherman here who brings bags of lobsters to local restaurants with adult lobsters on top, and babies and egg-carrying female lobsters on the bottom. The restaurants could be fined up to EC$5,000 if such illegal lobsters are found on their premises, but despite alerting the Fisheries Department about this man (and others) nothing has happened. These criminals are going to kill the last generation of lobsters here and put not only the fishermen into a free-fall but hurt restaurants as well. Mahi-mahi is also becoming harder and harder to come by. Yeah, our record of stewardship has been exemplary so far...

And again, even if you are for the hunting of whales, at least insist that those in charge ensure that the technique is as humane as it possibly could be. The technology used for killing whales has altered little since the 1800s, when the grenade-tipped harpoon was invented. The harpoon is intended to penetrate the whale's body before detonating, killing it by inflicting massive shock or injury. It often doesn't work, meaning they then need to be shot several times or harpooned again. If this sounds bad, it's actually worse. More details can be found at www.saawinternational.org/whaling.htm.

In 1947, Henry Lillie, a British physician, made a really good point: "If we can imagine a horse having two or three explosive spears stuck into its stomach and being made to pull a butcher's truck through the streets of London while it pours blood in the gutter, we shall have an idea of the present method of killing. The gunners themselves admit that if whales could scream the industry would stop, for nobody would be able to stand it."

Think about it. This practice would be considered



unacceptable if whales were required to be treated in the same way as agricultural animals slaughtered for human food. Again — where's our compassion? Where is our conscience?

Let me just say to the Tourism and Fisheries Departments of St. Kitts that there's not a single person on a cruise ship who wants to come into the harbor and see a whale being killed. And they certainly don't want to witness such a sight and then have a restaurant serve them up a whale burger. (If they do, Texas should take note. Put the anal electrocution of cows on the billboards welcoming people to your state.)

I encourage you to sign the petition at www.avaaz.org to stop this stupidity. It's bad for business, if not just plain inhumane. We're better than this... aren't we?

Renee Petrillo
(formerly of *S/V Jacumba*)

Editor's note: A proposition to lift the current global ban on commercial whaling will be put forward at this month's meeting in Morocco of the 88-nation International Whaling Commission (IWC), a body whose governing Convention provides for the proper conservation of whale stocks and the complete protection of certain species as well as designating specified areas as whale sanctuaries. The votes of Caribbean IWC members — Antigua & Barbuda, Dominica, Grenada, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines and Suriname — could be crucial in either passing it or quashing it.

—Continued from previous page

...Readers' Forum

During this discussion I also e-mailed CMP to see if they had a distributor in the islands that could help us with the problem.

Enter Chris Pauwels, CMP's Vice President of Sales and Marketing. He ran the chain down and discovered it came from a batch of chain that CMP had refused but which had ended up in the hands of some apparently unscrupulous distributors in the US that were passing it off as anchor chain. CMP, through Chris, made the commitment to us to make our problem right.

They did. When we returned to the US and hauled the boat for some work the replacement chain was waiting for us at the boatyard. The quality of this chain compared to the bad batch was obvious and we are looking forward to getting years of service from it.

However, regardless of the chain, the real standout in this story is CMP and their commitment to their customers, even in a case like ours where they weren't obligated to do anything. I have seldom seen this level of customer support and follow-through — even to the point of contacting the retailer to ascertain what had happened.

CMP has won us over as customers and we look forward to buying their products in the future.

Best regards,
Jim Ewing
S/V Bees Knees

Dear *Compass* Readers,

Imray is in the midst of completely re-drawing charts A 231/232US and BVI, and chart D 14, Los Testigos, Blanquilla and Testigos, is coming up for re-print. If anyone has any corrections or suggestions on how to improve the chart please contact streetiolaire@hotmail.com.

Imray has changed its chart correction procedure, as it was felt that the old system was not completely reliable. In the past all charts were up-to-date to the time of shipment from Imray. This was done by enclosing with the chart a slip of paper that contained all the corrections to that chart received since the date of latest printing. But all too often the slip went adrift when the charts were stowed in the chart rack of the various Imray agents. Also the charts might sit in the agent's office one, two, or in the case of some charts even three, years from the time the chart left Imray. Thus even if the correction slip was still with the chart, the slip might be out of date.

Now, no correction slips are attached to the charts, rather the chart agents have been asked to put up a notice saying that all charts should be corrected before using.

All corrections to all Imray charts are on the website www.imray.com. To find the Imray-Iolaire charts of the Eastern Caribbean, just click through to Caribbean charts, find the relevant chart number and you have all the corrections to that chart completely up-to-date. Corrections go into the website as they are received.

Best to all,
Don Street
Iolaire

PS: Concerning boats going aground when entering Christiansted, St. Croix, as mentioned in previous issues of *Compass*: when the Imray chart is re-printed it will say on the front of the chart in the Christiansted inset, "Read piloting directions on the back of the chart before entering the channel". Hopefully that will solve the problem.

Dear *Compass* Readers,

Hurricane season is here again.

All yachts not capable of and willing to immediately and effectively secure for any and all storm threats should haul out or leave the hurricane belt soon.

All who remain in the water should act responsibly to those around them. This includes being equipped, keeping abreast of the weather, and responding early and seriously to all threats. *Entering a hurricane hole for a storm threat makes you responsible to those around you, many of whom may soon be fighting for their homes and possibly their very lives.* Unprepared vessels are more dangerous to them than the weather itself. (One's very life may also be at risk ashore, by the way.)

Don't believe the forecast tracks. Be prepared.

Fair Winds,
Hutch

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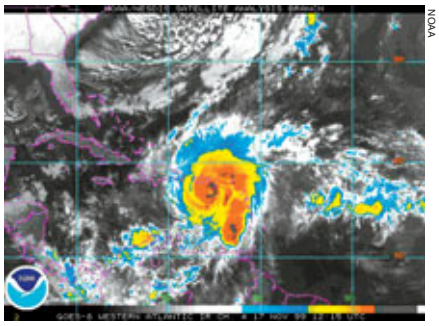
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Ready for Hurricane Season 2010?

by Teri Rothbauer

The renowned Colorado State University hurricane researchers foresee above average activity for hurricane season 2010, primarily based on higher sea surface temperatures and an expectation of a decline in vertical wind shear activity. They project a 58 percent probability of at least one major (Category 3, 4 or 5) hurricane to track into the Caribbean, compared to the average chance for the last century of 42 percent.

Did you notice the weaker than normal tradewinds from January through March? The reduction in wind causes less upwelling of cold water, less evaporation from the sea surface, and hence warmer sea surface temperatures. The change may be imperceptible when you jump overboard for a swim, but according to the scientists, sea surface temperatures are near the highest levels on record. Higher surface temperatures are characteristic of an active hurricane season.



NOAA

1999's Hurricane Lenny, its eye just south of St. Croix

In the April 2009 forecast the scientists also called for an active hurricane season, based in part on higher sea surface temperatures. However, an El Niño system developed and produced an increase in tropospheric vertical shear, thus inhibiting tropical cyclone genesis and intensification. Although it is still early to accurately predict, it is expected that the current El Niño effect will continue to moderate. Most statistical and dynamical models are calling for a transition to neutral conditions for El Niño by the August-October period, the most common period of hurricane development. This will reduce vertical wind shear in the area of the tropical Atlantic where most hurricanes develop.

The CSU researchers believe there is a 94 percent probability that one or more tropical storms will make landfall in the Caribbean (compared to an 82 percent average in the last century) and a 74 percent chance for a Category 1 or 2 hurricane to hit (compared to a 57 percent average). Does this forecast make you worry? Hopefully at least it will make you think about your preparations.

Many believe that in a hurricane a boat is safest when well secured on land. If there are more than two yachties in a room, there will probably also be someone who believes you are better off on anchor or running from the storm. Running from the storm works best if you are clairvoyant or aboard a cruise ship with no other choice.

I vividly remember the conversation on board the yacht *FREE* anchored on the very exposed east coast of Puerto Rico as Tropical Storm Lenny tracked our way. Looking at the proposed storm track, we thought we could easily make it to St. Martin and Lenny would clearly go south. Instead, we put five anchors down in Ensenada Fulladosa, Culebra (an island well known for its mangrove-lined hurricane holes, but we have too deep a draft to use them) and went ashore. We huddled in a cement-roofed hotel during the ensuing wild thunder and lightning storm while the main brunt of Lenny (a very strong Category 4 hurricane) banged into St. Croix before heading on to St. Martin and eventually causing damage all the way south to the ABCs. Lenny sat on St. Martin for about 36 hours. Friends on *S/V Ginseng*, anchored in Simpson Bay Lagoon, had to abandon their boat and swim through debris to shore in the middle of the storm. Their boat sank, but they eventually raised it, cleaned it and continued cruising. The crew of the other yacht in our bay in Culebra, a 50-foot motor vessel with two known-to-be-inadequate anchors, spent the night motoring into the wind. Their boat was fine, but the crew quit cruising before the next hurricane season.

The Boat US Hurricane Catastrophe Team members report they would prefer to have their personal vessels well secured on land. What is well secured? It seems with every hurricane disaster we learn a few new techniques. Some yards put the keel into a pit, others have concrete pads with embedded tie-downs, some have special cradles, and many rely on jack stands, hopefully supported on plywood and chained together. Your choices will be limited by the yard you select, assuming you can arrange a haul-out if you wait until the hurricane is imminent.

Whether on land or on the hook, often the key risk factor is not how well secured you are, but how well secured your neighbor is. One hot July day, as we readied our boat for storage in a yard we thought would be safe, we noted on the far side of the yard there was a smaller boat with sails bent on, rubber dinghy in the davits, bimini and dodger installed and generally in the ready-to-launch mode, not stripped down to reduce windage and be stored. Boatyard management assured us the boat was owned by a local sailor who would certainly strip the boat in the unlikely event of a hurricane. Two months later, Hurricane Georges tracked directly over the yard. Unfortunately, during the frantic boat-hauling activity prior to Georges' arrival, that boat was moved next to *FREE*, and the owner was too busy to attend to his boat. Luckily when his boat fell over it only made a glancing blow on our bow pulpit, bending it, but not knocking us over, holing us or some other dreadful thing.

A glance at the map of tropical cyclones in the Atlantic since 1851 (see www.nhc.noaa.gov/pastprofile) suggests it is difficult to hide with perfect certainty, but hundreds of cruisers take refuge below 11°N, putting up with the rain and heat. The seemingly constant threat of tropical storm formation all summer can be wearing, and so is living through one, but at least in Trinidad we hope *FREE* will be safe. In the last 21 years of cruising, we have spent three hurricane seasons north of 11°N. In our first cruising season we experienced our first tropical storm, Marco, off the Dry Tortugas in Florida. Perhaps that is why we co-signed an affidavit just before going to inspect the boat after our last hurricane, Lenny. Be It Herein Declared: While in the Caribbean, we will always be south of 11°N for the summer.

Other boaters make different plans. What will you do? Check out the Boat US website www.boatus.com/hurricanes/swhurr_prep_guide.pdf for details on how to prepare regardless of where you are. Good luck.





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JUNE

3 Corpus Christi. Public holiday in many places
5 World Environment Day. www.unep.org
5 – 6 Barbados International J/24 Open Championship. www.j24barbados.com
12 St. Lucia Optimist and Laser Championship. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
12 Sovereign's Birthday. Public holiday in the BVI
12 – 13 Caribbean Laser Championship, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
13 – 20 20th Annual Jamaica Ocho Rios International Jazz Festival. www.jamaicaculture.org/jazz
19 Labour Day. Public holiday in Trinidad & Tobago
19 – 20 Scotiabank International Optimist Regatta, St Thomas, USVI. St. Thomas Yacht Club (STYC), tel (340) 775-6320, fax (340) 775-3600, info@styc.net, www.styc.net
19 – 20 The Saintes Regatta. Cercle Sportif Bas du Fort, www.csbf-guadeloupe.com
19 – 20 Caribbean One-Design Keelboat Championships, St. Maarten. SMYC
20 – 26 Errol Flynn Days, Jamaica. www.errolflynnmarina.com
21 Summer Solstice
21 Fête de la Musique, Martinique. Free concerts, street events in Fort-de-France.
25 – 27 Statia / Nevis Offshore Regatta. SMYC
24 – 26 14th Annual St. Kitts Music Festival. www.nevisblog.com/st-kitts-music-festival
26 FULL MOON
26 – 4 July HIHO Windsurfing Week, BVI. www.go-hiho.com
29 Fisherman's Birthday (St. Peter's Day). Boat and dinghy races in many fishing communities
30 – 4 July International One Metre Championship 2010 (radio controlled sailing), Barbados. www.sailbarbados.com

JULY

1 VC Bird Day; public holiday in Antigua & Barbuda
2 – 3 19th Annual Firecracker 500 Race, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, mvh@surfbvi.com, www.weyc.net
4 Independence Day (USA). Public holiday in Puerto Rico and USVI. Carnival in St. John, USVI
4 Banks Regatta, Barbados. www.sailbarbados.com
5 – 6 St. Vincent Carnival. http://discoversvg.com
9 – 11 Chief Minister's Cup Youth Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
11 27th Harris Paints Regatta, Barbados. www.sailbarbados.com
14 Bastille Day. Public holiday in French West Indies
16 – 1 Aug Tobago Heritage Festival. www.tntisland.com/tobagoheritage.html
18 Lucky Horseshoe Regatta, Barbados. www.sailbarbados.com
20 – 21 St. Lucia Carnival. www.stlucia.org
25 FULL MOON
25 – 2 Aug Carriacou Regatta Festival. www.carriacouregatta.com
28 Carriacou Children's Education Fund Welcome Barbecue. boatmillie@aol.com
30 Carriacou Children's Education Fund Annual Auction. boatmillie@aol.com

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

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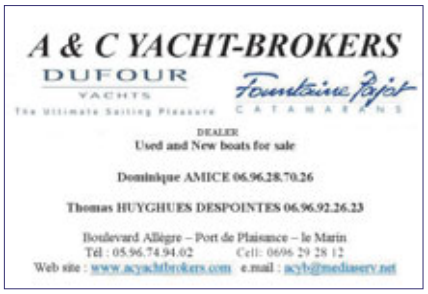




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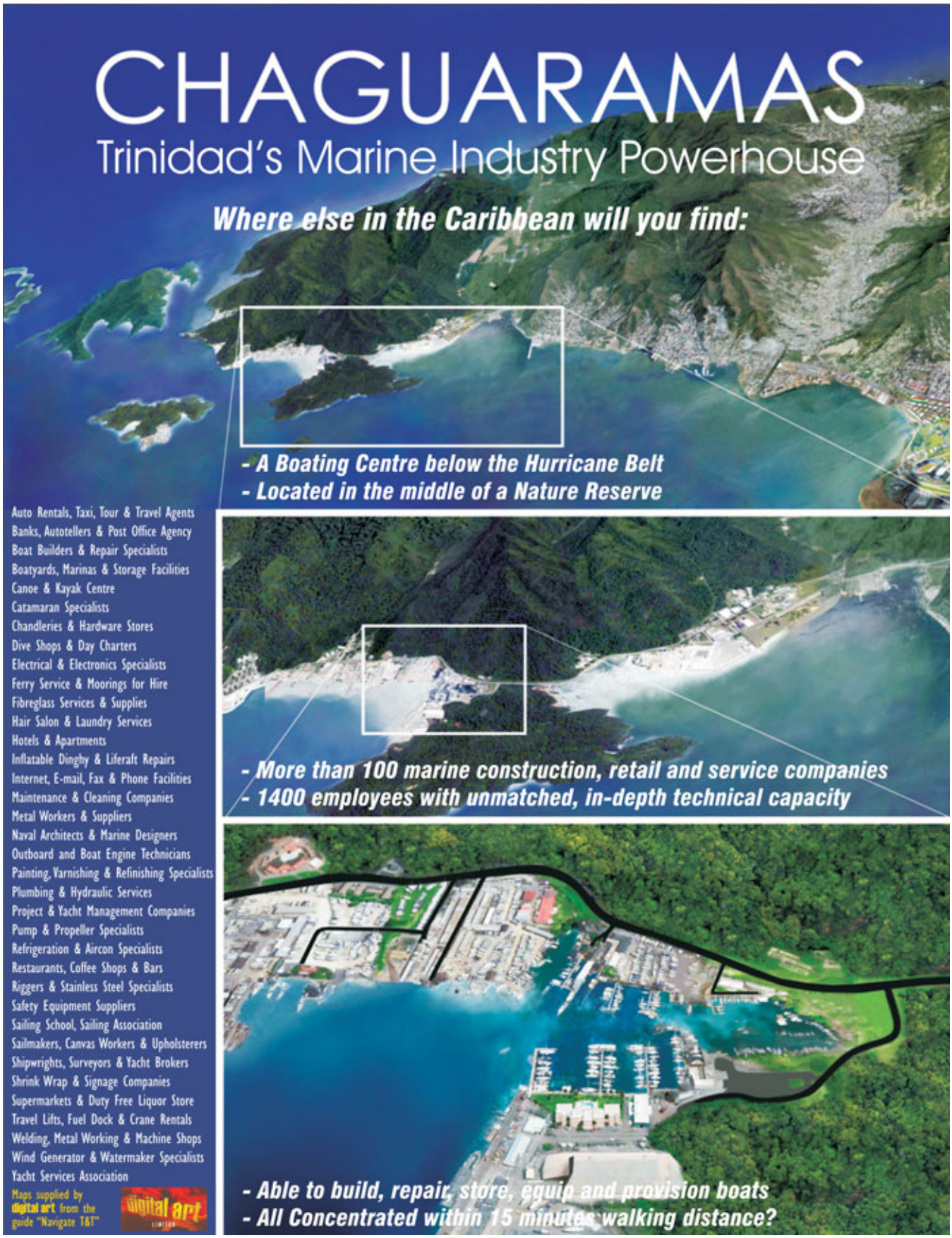
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