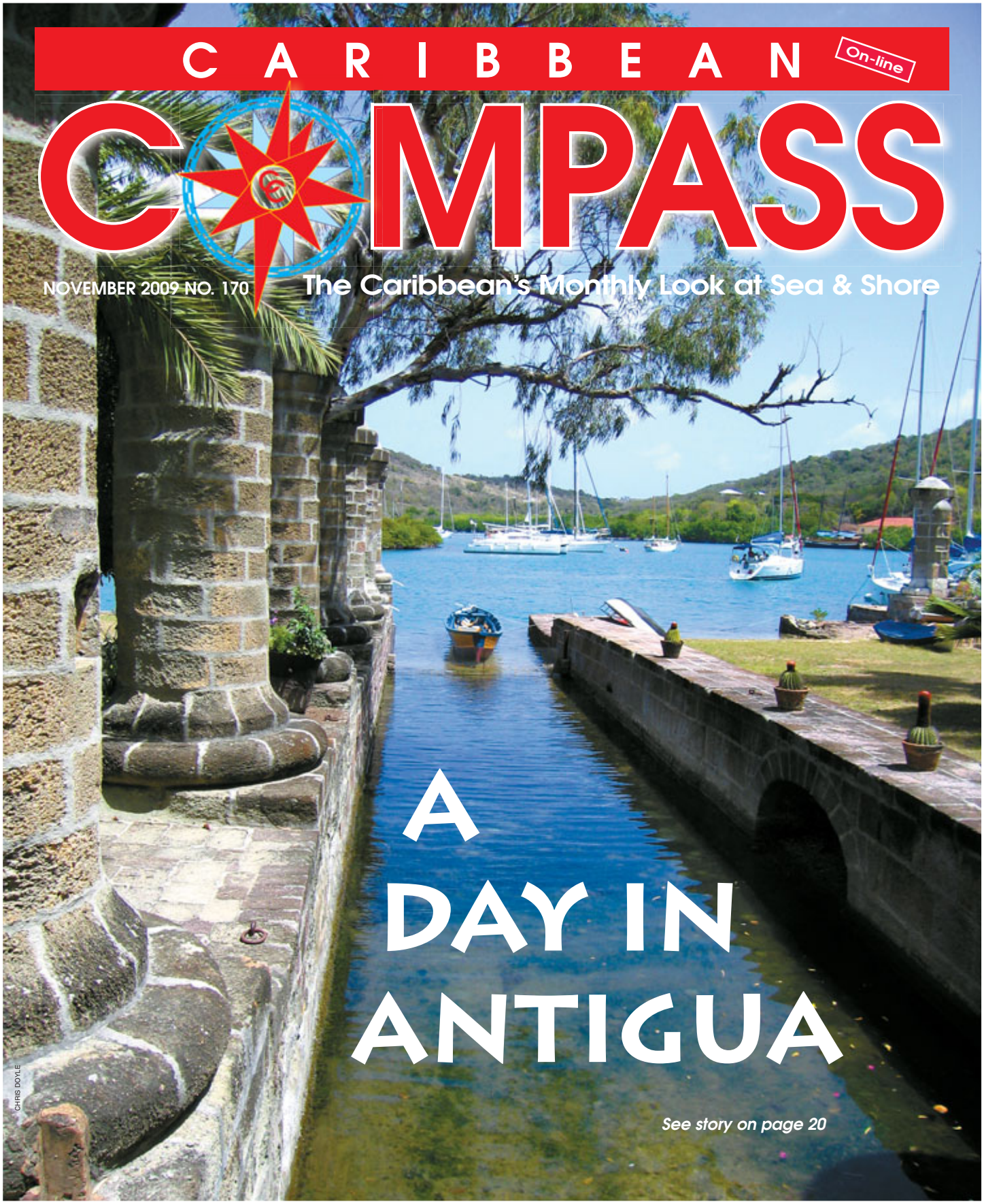
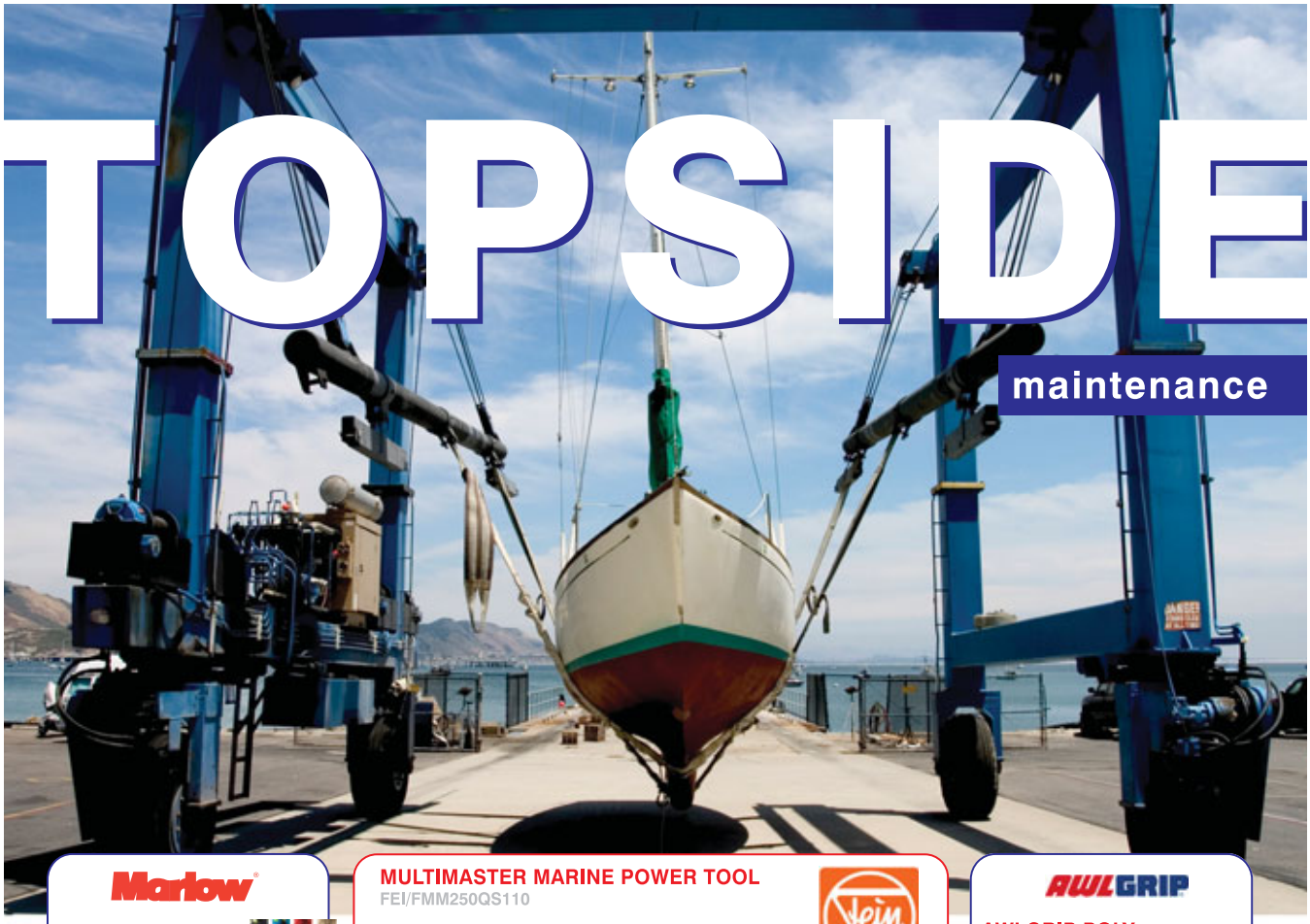
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NOVEMBER 2009 NO. 170
The Caribbean's Monthly Look at Sea & Shore



A DAY IN ANTIGUA

CHRIS DOYLE

See story on page 20



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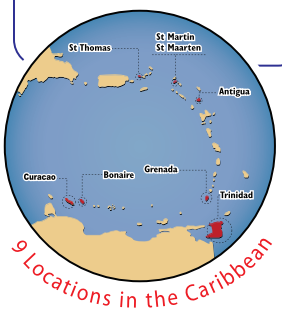
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The Caribbean's Monthly Look at Sea & Shore

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compass@vincysurf.com
www.caribbeancompass.com

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**Debra Davis**
debra@caribbeancompass.com

Compass Agents by Island:

Antigua: Ad Sales & Distribution - Lucy Tulloch
Tel (268) 720-6868
lucy@thelucy.com

Barbados: Distribution - Doyle Sails
Tel/Fax: (246) 423-4600

Curaçao: Distribution - Budget Marine Curaçao
curacao@budgetmarine.com
Tel: (5999) 462 77 33

Dominica: Distribution - Hubert J. Winston
Dominica Marine Center, Tel: (767) 448-2705,
info@dominicamarinecenter.com

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Karen Maaroufi
Cell: (473) 457-2151 Office: (473) 444-3222
compassgrenada@hotmail.com

Martinique: Ad Sales & Distribution - Isabelle Prado Tel: (0596) 596 68 69 71, Mob: + 596 (0) 696 93 26 38
isabelle.prado@wanadoo.fr

St. Lucia: Distribution - Lisa Kessell
Tel: (758) 484-0555,
kessellc@candw.lc

St. Maarten/St. Barths/Guadeloupe:
Ad Sales - Stéphane Legendre
Mob: + 590 (0) 6 90 49 45 90
stellegendre@wanadoo.fr
Distribution - Eric Bendahan
Tel: (599) 553 3850, erich@cirexpresslogistics.com

St. Thomas/USVI: Distribution - Bryan Lezama
Tel: (340) 774 7931, blezama1@earthlink.net

St. Vincent & the Grenadines: Ad Sales - Debra Davis,
Tel: (784) 457-3527, debra@caribbeancompass.com

Tortola/BVI: Distribution - Gladys Jones
Tel: (284) 494-2830, Fax: (284) 494-1584

Trinidad: Ad Sales & Distribution - Jack Dausend
Tel: (868) 621-0575, Cell: (868) 620-0978
Jack.Dausend@Gmail.com

Venezuela: Ad Sales & Distribution - Patty Tomasik
Tel: (58-281) 265-3844 Tel/Fax: (58-281) 265-2448,
xanadumarine@hotmail.com

Caribbean Compass welcomes submissions of short articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

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Cover photo: English Habour, Antigua, Photo by Chris Doyle



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— Danny Donelan, Sales and Marketing Co-ordinator Port Louis Marina by Camper and Nicholsons Marinas St. George's, Grenada www.cnportlouismarina.com

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Info & Updates

Wider Caribbean Weather Radar Network Completed

The Guyana government has commissioned the newly constructed European Union-funded Doppler Weather Radar system at Timehri, linking with similar EU-funded structures in Trinidad, Barbados, Belize, Jamaica, the Dominican Republic, Guadeloupe, Martinique and French Guiana, to complete the Wider Caribbean Basin weather radar network.



On the ball. The new Doppler radar tower in Guyana completes the Wider Caribbean Region's weather radar network

As reported by Caribbean Net News (caribbeannetnews.com), Guyana's Agriculture Minister, Robert Persaud, says, "It will allow forecasters to increase precision in defining the areas where severe weather is likely to form; identify the characteristic patterns indicating a high probability of severe thunderstorms; improve accuracy in forecasting the time, intensity and location of heavy precipitation, and provide timely and accurate weather information." Secretary General of the Caribbean Community (CARICOM), Edwin Carrington, believes the services of the radar installations are invaluable to the region, stressing that the prediction and monitoring of hurricanes are critical: "The expected cost savings in terms of damage prevention and reduction accrued from the new weather radar systems are estimated at seven million euros or about ten million US dollars per year."

The 20-meter high red-and-white-checkered structure in Guyana is described as the "Rolls-Royce" among Doppler towers. The actual radar, located in the encircled protected dome atop the tower, is an 8.5-metre dish with a weight of 75 kilos. The radar rotates continuously and the facility is run by a 12-person crew.

See Eastern Caribbean Doppler Weather Radar at www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC2.html.

Antigua Tackles Security Concerns

John Duffy reports: On September 9th, Antigua & Barbuda's Deputy Commissioner of Police, Operations, Neal Parker, met with the Antigua & Barbuda Marine Association to discuss security issues for the upcoming season.

Mr. Parker stated that a more senior Divisional Commander has been appointed to the All Saints Division, which includes the police stations of the villages of All Saints and Liberta, and the yachting hub of Nelson's Dockyard. The Dockyard station has now replaced All Saints as the headquarters of the Divisional Commander.

Throughout the season, there will be a continuation of the 24-hour foot and mobile patrols with random vehicle checks, all of which will be increased at times of higher activity.

Mr. Parker reported that the detection and conviction rate has substantially improved over the past 12 months with better training and a better equipped Police Force. The Police are now concentrating on prevention while maintaining the levels of detection and conviction. Community Policing has been expanded to discourage criminal activity and to increase the amount of information the public can give to the police on criminal elements. Community Police are actively encouraging the Antiguan public to set up their own Neighbourhood Watch schemes and to use the anonymous Crimestoppers telephone number (800-TIPS; 800-8477).

Occasional inspections of vessels entering the waters of Antigua & Barbuda have been introduced with a view to curtailing the importation of illegal goods and drugs. Mr. Parker reported that the police have already had some success in stopping illegal importation in the St John's area. Vessels based on the island, leaving and then returning, may be particularly sought out for inspection. The Police are actively co-operating with Customs, Immigration, Port Authority and the Coast Guard in the inspections of vessels. Generally, the Coast Guard will be asked to increase patrols during the season.

For some months the introduction of CCTV cameras in the English Harbour/Falmouth area has been discussed. While it is still the intention of the community to introduce cameras, raising the funds in the current economic climate has proved difficult. It is hoped that some cameras will be in place before the start of the season but it is unlikely that the full scheme will be installed until the economic situation improves.

Before the beginning of the season, senior police officers will meet with tourism-related business people to discuss concerns relating to safety and security.

—Continued on next page



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At the end of the season, a survey will be sent to all interested parties to endeavour to establish what 'went right' and what 'went wrong'. The survey at the end of last season, to which around 70 businesses and individuals replied, was very helpful to the police in planning their response for the 2009-2010 season.

For more information on the Antigua & Barbuda Marine Association and downloadable Immigration forms visit www.abma.ag.

For regional yacht safety and security updates visit www.safetyandsecuritynet.com or tune in daily to SSB 8104.0 at 1215UTC.

Recompression Chamber Now Open in St. Lucia

John Kessell reports: After many years of trying, St. Lucia now has an up-to-the-minute recompression chamber. Donated by an American diver, Barbara Perfect, the chamber is located at Tapion Hospital, the primary tertiary care private hospital in St. Lucia. It is a separate entity from the hospital, being placed there for easy



access to other medical facilities and specialist staff.

A new helipad is located in the same area, which means that a diver suffering from Decompression Sickness (DCS) in this area could be airlifted from the accident site and flown directly to the chamber at low altitude, obviating the potential hazards involved with flying a patient at normal flying heights where DCS cases can be worsened by lower atmospheric pressures.

The German-built chamber is new and is capable of "diving" to five bars (a bar is a unit of pressure: 1,000 millibars), although most DCS cases are treated at 1.8 bar, according to tables specially formulated for re-compression chambers. Up to six patients can be treated at the same time, with space for attendants as well. It is a twin lock chamber, meaning that medical personnel can "lock" in or out via the entry lock while the main chamber remains pressurised, and there is a small medical



With scuba diving both a popular recreational sport and a means of livelihood on St. Lucia, the new hyperbaric chamber is a real asset

lock to allow medicines, food, instruments, etcetera, to be passed in or out safely.

The Divers Alert Network (DAN) has already visited the chamber and has recommended a few technical changes to ensure that the chamber is compatible with their insurance needs, and they are now producing both internal attendants' and operators' handbooks in preparation for an intensive five-day training course which they will run this month.

The St. Lucia chamber, although very new, has already had two local conch divers as patients, as these divers frequently ignore safe diving practices, either staying at depth too long or surfacing too quickly. The chamber operators believe that more conch divers will appear as patients as awareness of the chamber increases. Previously, affected divers in St. Lucia had to go to either Barbados or Martinique for recompression treatment, which added to time and expense. Unfortunately, the high profit in selling conch, mainly to Martinique, has made this a dangerous occupation as divers go to ever-greater depths. A fishing-diver education scheme is being discussed by the chamber operators, who will visit the dive fishing communities to teach safe diving practices.

—Continued on next page

The Marina at Marigot Bay St. Lucia











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In addition to DCS cases, there is a new large medical field in HBOT (Hyperbaric Oxygen Treatment) where such conditions as strokes, burns, diabetic ulcers, tissue necrosis, grafts, bone infections, intracranial abscesses, to name but a few, can be very greatly assisted by putting the patient under pressure. The increased pressure while they are breathing pure oxygen allows the oxygen to more readily permeate the tissues, promoting rapid healing.

Contact can be made with the chamber either directly at (758) 456-0415 and recompression@gmail.com, or via the Tapion Hospital ER unit, which is staffed 24/7, at (758) 459-2617.

More Dive Moorings at Saba Marine Park

Kai Wulf reports: I am now working as the manager for the Saba Conservation Foundation (SCF). I took up my new position on the 17th of August and I am looking forward to this new challenge. Saba is a very safe and enjoyable yachting stopover and I would like to promote this destination and convey that we will do our utmost to make yachties feel welcome here.

Yachts can anchor in either Ladder Bay or Wells Bay, and yacht moorings are available. Chris Doyle advises to check the weather and avoid visiting if heavy northerly swells or strong northeasterly winds are forecast.

For decades, Saba's diving industry has been contributing significantly to the island's economy. To facilitate the needs of the sector and to avoid anchoring of vessels on the delicate sea bottom substrate, thus inflicting irreparable damage to Saba's pristine coral reefs, a system of mooring buoys was installed shortly after the formation of the Marine Park in 1989. The regular maintenance of the 33 moorings has since been the responsibility of the SCF.

Since early September, the SCF has been replacing and upgrading the existing moorings around Saba. It is also planned to establish new dive sites, thereby increasing the island's attractiveness as a dive destination. To show their support, Commissioner Chris Johnson and Island Secretary Menno van den Velde participated in the underwater drilling project to establish a new dive site between Hot Springs and Tedran Reef. The first new mooring is anchored 40 feet deep, on a redesigned stainless steel pin, embedded in volcanic rock with a special two component epoxy glue. The system is designed for licensed dive boats up to 50 tons.

For more information contact sabapark.manager@gmail.com or visit www.sabapark.org.

New Facilities to Open at Cumberland Bay, St. Vincent

The scenic anchorage at Cumberland Bay, St. Vincent, is set to offer more to visiting yachts through a Tourism Development Project funded by the European Union, with support from the government of St. Vincent & the Grenadines and the Cumberland Valley Eco-Tourism Organizations. The new Cumberland Beach Recreation Park will include a restaurant, office, washrooms, showers, a laundry facility, rental units for local vendors, a lighted jetty, parking and 24/7 security. A new bridge over the small river will connect the two halves of the beach. Work is expected to be complete by early December.

In addition to the new facilities on site, guides can be arranged for visits to natural attractions in the nearby rainforest, including the Cumberland Nature Trail for bird-watching, and the spectacular, multi-drop Dark View Falls.

The official Handing Over Ceremony will take place on site on November 17th at 2:00PM and yachting visitors will be welcome.



For more information contact Tourism Development Project Marketing Advisor Vera Ann Brereton at (784) 453-1697 or veraann@vincysurf.com.

The new Cumberland Bay facilities, shown here under construction in June, will be ready for the coming sailing season

Kayaker's Thousand-Mile Challenge Date Change

Ryan de Jongh of Curaçao intends to kayak from St. Martin to Curaçao to raise awareness and funds for environmental protection. The date of his departure has been put back a day, from December 4th to the 5th. Stops during the 1003-mile (1606-kilometre) paddle are planned at Statia, St. Kitts, Montserrat, Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent, the Grenadines, Grenada, Isla Blanquilla, Los Roques, Las Aves and Bonaire.

For more information on Ryan's project visit www.natureislife.org.



Grenada Hoping to Renew Yacht Entry Ports

At the time of writing (mid-October), yachts visiting Grenada can still only clear in at the Grenada Yacht Club on Grenada, or at Hillsborough in Carriacou, due to Swine Flu prevention measures.

The Marine and Yachting Association of Grenada (MAYAG) is working with Grenada's Chief Medical Officer and the Tourism Minister to enable yachts to clear in at Prickly Bay — particularly important for yachts heading north from Venezuela or Trinidad.

As the status may have changed by publication date, please e-mail mayagadmin2@gmail.com or call (473) 416-7135 for the latest information.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Yes Yachting Engineering System of Martinique in the Market Place section. Good to have you with us!



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Caribbean Eco-News

Dominican Republic Creates 37 New Protected Areas

In October, the Dominican Republic's Executive Branch created 37 new protected areas, bringing the total number, including marine sanctuaries, to 123. The relevant decree states that the creation of the Francisco Alberto Caamaño Deñó National Park, near Azua, "aims to conserve the only portion of the Central Mountain Range which borders on the Caribbean Sea."

Venezuelan Group: Illegal Turtle Catch Still a Threat

Venezuela's foremost marine environmental NGO, Fundación La Tortuga, which has been undertaking a scientific study of the sea turtle populations on Isla La Tortuga over the past year, says that illegal catching by humans is still the greatest



A Fundación La Tortuga researcher measuring a leatherback turtle during this year's study

threat to these endangered creatures. The group reports that in the first half of the year alone, the remains of more than 70 turtles, mostly hawksbills, were found hidden on the island. They had been killed for their meat and shells. Unfortunately, most of the slaughtered specimens had not reached adulthood, therefore had no opportunity to reproduce.

The group requests that visitors to the islands act as environmental watchdogs and report any irregularities to the authorities. Also make sure you don't disturb turtles and other fauna with loud music and bright lights on vessels or ashore.

For more information visit www.fundacionlatortuga.org.

Final Phase for Grenadines Underwater Mapping

Following a successful underwater mapping expedition through the Grenadine Islands from August 16th to September 6th, 2009, Kim Baldwin returned to the islands in October to fill in any remaining data gaps as she works to create a first-of-its-kind mapping information system for the marine resources of the island chain.

During the course of the summer research cruise, Kim, a researcher with the Centre for Resource Management and Environmental Studies at the University of the West Indies, surveyed over 400 underwater sites in the Grenadines for the purpose of creating a three-dimensional seafloor model of the Grenada Bank.

The cruise formed part of Kim's PhD research project: The Grenadines Marine Resource and Space-use Information System (MarSIS) project, which combines data from many sources, including local knowledge, to create a transboundary marine geographic information system that will be shared between the nations of Grenada and St. Vincent & the Grenadines.

Kim described the cruise as a "complete success". She said the crew was pleased to find that the "ground-truthing" (on-site verification) proved that the near-shore habitat maps created with the use of satellite imagery and local knowledge had an extremely high overall accuracy of 85 percent. She added that they were pleasantly surprised at the extent of coral reef habitat across the deeper waters of the Grenada Bank, with coral cover visible up to 200 feet deep, which she said bodes well for the marine biodiversity and the fisheries in the area.

On this return visit to the Grenadines, Kim held community meetings to share some of the underwater video footage collected on the cruise, to present the final 3-D seafloor map of the Grenada Bank, and to validate the various local-knowledge maps which were collected over the past few years.

This research will aid in the planning and management of the Grenadine marine environment. Furthermore, this research and development of the MarSIS will help lay the foundation for the possible designation of the Grenadines as a World Heritage Site.

For more information visit www.grenadinesmarsis.com.

Guadeloupe to Celebrate 'Whale Week'

From November 14th through 22nd, the island of Guadeloupe will celebrate La Semaine des Cétacés at the Médiathèque du Lamentin, with photo exhibitions, films, shows and conferences.

For more information phone (690) 57 19 44 or (590) 25 36 48.

Coral: Too Precious to Wear!

A coalition of conservationists, scientists and top fashion and jewelry designers called SeaWeb is encouraging travelers to bring home coral-inspired souvenirs instead of real coral. Scientists estimate that 20 percent of the world's coral reefs have already been lost. Those that remain are threatened by climate change, pollution, destructive fishing methods, overfishing and other human-induced damage, including activities related to tourism, such as harvesting for jewelry and other decorative items.

SeaWeb's Too Precious to Wear campaign says, "We urge travelers to purchase coral-inspired products instead of the real animals. Corals are literally too precious to wear as jewelry or even to display as home décor items."

For more information visit www.toopreciousto wear.org.

TSUNAMI

Can It Happen Here?

The tsunami that struck the Pacific Ocean islands of Samoa in September has Caribbean visitors and residents wondering, can it happen here?

The earthquake that caused September's tsunami was centered about 120 miles south of Samoa. The first tsunami wave roared ashore on American Samoa about 15 minutes after the quake, reaching up to a mile (1.5 kilometers) inland. According to Associated Press reports, the Pacific Tsunami Warning Center in Hawaii issued an alert, but the waves arrived so quickly that residents had only about ten minutes to respond. Along with coastal residents, visiting cruisers were affected by the four 15- to 20-foot (four- to six-metre) waves that pummeled the shoreline. There were some 180 fatalities reported, including one cruiser, Dan Olszewski of *Mainly*, a Florida-based Freedom 39 schooner.

According to the University of the West Indies Seismic Research Centre (SRC), in the past 500 years there have been ten earthquake-generated tsunamis in the Caribbean Basin, with four of these tsunamis causing fatalities — an estimated 350 people in total.

There are three conditions necessary for an earthquake-generated tsunami: the earthquake must occur beneath the ocean and be at least of magnitude 6.5; the earthquake must occur at a relatively shallow depth (less than 30 miles/50 kilometres below the Earth's surface); and the earthquake must be "dip-slip" in nature (i.e. involving vertical rather than lateral ground motion, which displaces a large volume of water).

Potentially, there are two groups of earthquakes that might generate tsunamis in the Caribbean. These are:

1) Earthquakes occurring within the region, which might generate "local" tsunamis (i.e. only nearby islands are affected). In the past 500 years there have been approximately 50 potentially tsunamigenic local earthquakes but, as noted above, only ten to 20 percent of these earthquakes actually generated tsunamis that caused significant inundation.

2) Distant earthquakes occurring outside of the region may generate tele-tsunamis. For example, in November 1755, a major earthquake near Portugal resulted in a tele-tsunami which crossed the Atlantic and was noticed throughout the Eastern Caribbean from Barbados to Antigua and as far west as Cuba. The amplitude of the tsunami in all Caribbean islands was about two to three metres (six-and-a-half to ten feet) and waves continued to arrive for many hours. No damage or casualties were reported.

The Cumbre Vieja Volcano is located on the island of La Palma in the Canary Islands, off the west coast of Africa. There is a school of thought that asserts that if the western flank of that volcano were to collapse and drop 150 to 500 cubic kilometres of rock into the sea, massive tsunamis could be generated which could devastate islands in the Caribbean. While this might be possible, it is in fact a worst-case scenario and scientists at the SRC believe that its likelihood is remote. Also, a tsunami generated in that region would take four to six hours to reach the Caribbean, so there would be ample time for a warning.

Tsunamis caused by large volcanic eruptions at or below sea level also pose a potential threat to the Eastern Caribbean. The submarine volcano Kick 'em Jenny located just north of Grenada erupts on average every 11 years. At least two of those eruptions, in 1939 and 1965, generated small tsunamis that were witnessed on the north coast of Grenada. Detailed studies of Kick 'em Jenny conducted between 2002 and 2004 have shown that the volcano does not currently pose an immediate tsunami threat, but it is possible that future eruptions could change this situation.

The historical record suggests that potentially destructive tsunamis occur at an average rate of one or two per century in the Caribbean. The hazard is not the same throughout the islands. The northeastern Caribbean region near Puerto Rico and Hispaniola is more susceptible to tsunamis. The average rate of occurrence in this area has approached one every 50 years in the last 200 years. In other sub-regions, such as the southern Caribbean, there are no historical records of destructive tsunami impacts.

It is important to note that all oceans can experience tsunamis but there are more destructive tsunamis in the Pacific Ocean because of the many major earthquakes along the margins of the Pacific Ocean and also because "dip-slip" earthquakes are more common there. As a result of the immediacy of the tsunami hazard to countries in the Pacific, there is currently a tsunami early warning system in that region.

Two components are essential for any tsunami warning system. The first is a network of instruments that allows scientists to rapidly determine when and where potentially tsunamigenic earthquakes occur and determine whether a tsunami has actually been generated and, if so, its size. For this, an efficient seismograph network and an efficient tide gauge network, both with real-time response capability, are needed.

The second component of the system is an efficient public information and education system that allows agencies to issue tsunami warnings and ensures that the public knows how to respond to these warnings. This second component is particularly important since it makes little sense to issue a warning unless people know how to respond.

In the Caribbean and most regions of the world, the first component of this system is mostly in place. Within the past decade seismograph networks and communication systems have improved such that it is now possible to detect and locate earthquakes down to about magnitude 4.5 within a few minutes anywhere in the world. This is particularly true for the Eastern Caribbean, which has one of the densest seismograph networks in the world.

Since June 2005, under the coordination of the Intergovernmental Oceanographic Commission of UNESCO, nations bordering the Caribbean Sea have been working to establish a Tsunami Warning Network. In September 2006, the SRC began upgrading its seismic monitoring network as part of this regional effort. In May 2007, the SRC purchased five broadband Libra VSAT (Very Small Aperture Terminal) telemetry seismic stations.

—Continued on page 45





BUSINESS BRIEFS

New DR to St Maarten Cargo Run

Eric Bendehan reports: CIRExpress announces the new service of Loose Cargo and Full Container Load from the Dominican Republic to St. Maarten in alliance with our new agent 3S InternationaL, S.A., sailing once a week.

For more information see ad in Market Place, pages 43 to 45.

Yamaha Products in St. Lucia

Sherry Constantine reports: As of September 1st, KL Marine Limited is the sole distributor of Yamaha products in St. Lucia. All over the world, Yamaha outboards maintain an unparalleled reputation for performance and reliability. This is reflected in the fact that 90 percent of the outboard motors used by fishermen on the island carry the Yamaha brand.

And of course we sell outboard engines to visiting yachts. KL Marine Limited aims to provide our customers with a full range of high quality products and excellent after-sale service in an easily accessible, modern, attractive location at the Orange Park Commercial Center in Bois D' Orange, just south of Rodney Bay. We aim to remain the industry leaders by placing a premium on the continued development and training of staff to meet customer needs.

In addition to outboard motors, our Yamaha product line includes motorcycles, scooters, all terrain vehicles, wave runners, water pumps and generators, as well as spare parts for all products sold. The full range of products can be purchased locally from our stores.

KL Marine is affiliated with KP Marine in St. Vincent & the Grenadines. For more information on KP Marine see ad on page 24.

Crew Training Capability Expanded in Antigua

Ondeck Antigua, based in the Antigua Yacht Club Marina, Falmouth Harbour, has been established for three years. The RYA (Royal Yacht Association) sea school opened its doors in late 2008 with the appointment of Logan Knight, the first Antiguan RYA Chief Instructor, and has since delivered training to Antiguans and to visitors from Europe, North America and other Caribbean islands.

Ondeck announces the further development of its Antiguan training capabilities. Logan says, "We have been particularly pleased with the demand from Antiguans already working in the industry but who want to further develop their skills for career progression. One of our early students is now working on one of the world's most famous racing yachts, *Leopard*."

Logan has recently returned from a month of training at Ondeck's head office in the UK and now has the additional capability to deliver training and professional certification in SRC (Radio), Personal Watercraft, Sea Survival and Advanced Powerboat. Logan commented, "The new Radio Operators is one standard that is recognized worldwide and will be of great benefit to many who use the new digital radios as part of their work."

Peter Anthony, the Chairman of Ondeck, says, "Professional qualifications have traditionally been a must for those wanting to work in the industry in Europe and North America and these standards are being introduced here in Antigua. Additionally the cruise lines will soon be demanding sight of captain and crew certification in order to approve tour operators. Our vision is to be able to meet all of these training needs without the need to travel overseas and to make Ondeck and Antigua a 'centre of training excellence' for the Caribbean and worldwide."

For more information contact Logan Knight at lk@ondeckoceanracing.com or Peter Anthony at pa@ondecoceanracing.com.

St. Thomas Fall Yacht Show this Month

The St. Thomas Fall Yacht Show 2009 will be held from November 10th through 12th at the IGY Yacht Haven Grande Marina in Charlotte Amalie. Some 40 crewed yachts will be showcased and an equal number of charter companies will be represented. The Tuesday will feature a Governor's Reception, the Wednesday will see a Champagne Dock Walk and on the Thursday participants will enjoy "A Taste of St. Thomas Land and Sea".



The US Virgin Islands' crewed charter fleet will again be on display at Charlotte Amalie

The St Thomas Spring Yacht Show is scheduled for April 14th through 16th, 2010.

For more information visit www.vicl.org/VICL_Show.html.

Horizon Yacht Charters Voted 'Best'

Horizon Yacht Charters was voted 'Best Caribbean Yacht Charter Company 2009' at the Caribbean World International Travel Awards 2009. The Caribbean World Annual Awards, now in their 15th year, are among Britain's foremost prizegiving ceremonies, honouring excellence among islands and services that provide enjoyment for those who make the Caribbean their favourite holiday destination. These prestigious awards are voted by *Caribbean World* magazine and its readers.

Horizon Yacht Charters has an extensive fleet of yachts, both catamarans and monohulls, throughout the Caribbean with bases in Antigua, St. Martin, Grenada and the British Virgin Islands.

Forced Acquisition of Marina Margarita Yachting

On October 13th, the Venezuelan government's Official Gazette announced that President Hugo Chavez has ordered the "acquisition by force" of the Hilton Hotel and the adjoining marina, known as Marina Margarita Yachting, at Porlamar, Isla Margarita. "The acquisition by force of the real estate, furnishings, and related assets… of the Margarita Hilton & Suites Hotel Complex, along with the Marina owned by Inversiones Pueblamar y Desarrollos MBK, have been ordered," a presidential decree in the official register read.

The low-key Marina Margarita Yachting is located in a man-made harbor. A coast guard base is also located there. The hotel and marina assets will be held by the state tourism corporation Venetur, which reports to the Tourism Ministry, as part of an "urgent" effort to boost "the social development side of the tourism and hotel industries in Nueva Esparta state," the Gazette said. It is not yet known how the take-over will affect services in the marina.

Port Louis – another great reason to visit Grenada

Port Louis GRENADA WEST INDIES



Grenada remains one of the most unspoilt and welcoming cruising destinations in the Caribbean.

Now, with Port Louis, visiting yachts can enjoy the security and convenience of a beautifully appointed, fully serviced marina – located in the lagoon adjacent to the island's capital, St George's.

Grenada's southern location allows for year-round cruising, including the summer months, and with an international airport just five miles away, Port Louis is the ideal base for exploring the wonderful islands of the Grenadines.

As a Port of Entry, it's easy to clear in and out through Port Louis, and our 24-hour security, dockside facilities and marina-wide wi-fi all contribute to making your stay safe and relaxed.

Port Louis is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome yachts of all sizes from 20ft to 300ft.

For more information about securing a berth at Port Louis, including the opportunity to purchase on a 30-year licence, please contact our Sales and Marketing Co-ordinator, Danny Donelan on +1 (473) 435 7432 or email danny.donelan@cnportlouismarina.com

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REGATTA NEWS

T&T Anglers Dominate 2009 St. Lucia Bill Fish Tournament

Steven Valdez reports: The St. Lucia Game Fishing Association's 19th Annual International Bill Fish Tournament was hosted by IGY Marina, Rodney Bay from September 28th through October 2nd. The event was won by *Par-T-Time* of Trinidad & Tobago. Second place went to *Free Enterprise* of St. Lucia and third place to *Magic Lady*, also from Trinidad & Tobago.



Christian Hadeed of winning Team Par-T-Time *fighting a blue marlin in the St. Lucia Game Fishing Association's 19th Annual International Bill Fish Tournament*

The win qualifies *Par-T-Time* for the 2010 International Game Fishing Association (IGFA) Championships. The all T&T team includes Captain Robert Stauble, Graham Barber, Michael Chin Leung Fatt, Mark de Verteuil, Christian Hadeed, Anthony Flynn and Allison Deveaux. *Par-T-Time* also won Best Foreign Boat and team member Allison Devaux won Best Lady Angler.

Another Trinidadian, Francois Mouttet of Magic Lady, won Best Angler; Allison Devaux and Christian Hadeed, both members of Team *Par-T-Time*, placed second and third respectively. The Trinidadians took all three top spots in a highly competitive tournament that included 95 anglers (competing on 23 boats) from England, Scotland, Barbados, St. Lucia, St. Vincent, Martinique, Guadeloupe, Antigua and Trinidad & Tobago.

For more information visit www.igfaoffshorechampionship.com.

Term's First Trinidad & Tobago Dinghy Ranking Race

October 10th saw the first Budget Marine Dinghy Ranking Race of the Trinidad & Tobago Youth Sailing School winter term. Sailors from all around the twin-island nation, including those from sailing schools at Chaguaramas, Vessigny and Point Fortin, took part in an exciting afternoon of racing in Carenage Bay.

In the first race were four Optimist dinghies, sailed by seven-to-15-year-olds. Winning by a narrow margin was Derek Poon Tip, with Myles Kaufmann edging out Helena Coombs for second place and Kelly Ann Arrindell coming fourth. In the 15-years-and-over age group, Wesley Scott won the first Laser Class race and the 420 race went to the team of Daniel Briggs and Dekife Charles. Briggs and Charles, who were part of the Trinidad & Tobago team that won the Caribbean Dinghy Championships in August, went on to win all three of their races.

Mark Peters beat Wesley Scott to the finish line in the second Laser race with Scott going on to win again in the third and last race. Derek Poon Tip won the second Optimist race, with Abigail Affoo storming through the field to take second place.

There were no false starts or recalls for the entire afternoon and the third Optimist race saw very close competition with Myles Kaufmann beating Derek Poon Tip and Kelly Ann Arrindell. Following a protest, Kaufmann was disqualified for failing to give way, which meant that Poon Tip was promoted to first place with Abigail Affoo, Kelly Ann Arrindell and Helena Coombs following.

The second Budget Marine Dinghy Ranking Race of the Trinidad & Tobago Youth Sailing School took place on October 31st as this issue of *Compass* went to press. Two more race days in November will lead up to the Trinidad & Tobago Dinghy Ranking Awards on December 12th.

For more information visit www.ttsailing.org.

New Rally to Bahamas for Cruising Rally Association

The Cruising Rally Association is expanding its year-round calendar of offshore sailing rallies and seminars to include the new Bahamas Cruising Rally. The BCR, open to power and sail boaters, will leave Hampton, Virginia on November 2nd and cruise directly to Marsh Harbor in the Bahamas.

—Continued on next page



ROBERT DUNKLEY

The Abacos — an excellent place to finish a race or rally and start a winter's cruise



—Continued from previous page

Ralliers who join the inaugural BCR event will enjoy all of the pre-event social events, briefings, and inspections of the 20th Annual Caribbean 1500 which leaves Hampton for Tortola in the British Virgin Islands the same day. For first-time Bahamas cruisers, there will also be lectures about exploring the islands. The BCR fleet will include divisions for both racers and cruisers. "We are very excited about offering an offshore rally to the Bahamas," explained Cruising Rally Association founder and president, Steve Black. "In five or six days, ralliers can round Cape Hatteras and be in the Abacos, ready for a winter of cruising. No more worries about bridge openings, challenging inlets, and shallow water in the Intracoastal Waterway. In Hampton, BCR ralliers will have a great time mixing with the cruisers heading for the Caribbean. Offshore, they will receive weather updates, call in on daily radio chat hours, and carry satellite transponders to track their progress, just like the Caribbean 1500 participants."

Black went on to say that the Bermuda Cruising Rally will make landfall at the Abaco Beach Resort & Boat Harbour, a 190-slip marina in Marsh Harbor, the capital of the Abacos. Transportation to and from the States is easy with many commercial flights and carriers, Black explained. Andy Schell, the "son" of Father and Son Sailing, will be the Group Leader for the BCR. With his USCG Master Mariner license and MCA/RYA Yachtmaster Oceans license, Schell has been a professional skipper most of his adult life.

As with the Caribbean 1500, the Bahamas Cruising Rally retains some of the competitive elements of traditional sailboat races, but offers social, educational and technological enhancements that broaden the appeal of the event to couples and families, as well as racers — both experienced and first-timers. The Cruising Rally Association maintains lists of qualified volunteer sailors, available to augment offshore crews for participating skippers.

Over 10,000 website visitors each day will monitor the progress of the boats in the two rallies. With wireless transponders on each yacht, positions will be broadcast via satellite six times each day. Each boat's track will be displayed on the Cruising Rally Association website using software customized to incorporate features from Google Earth.

For more information visit www.carib1500.com.

ARC 2009 Ready to Head for St. Lucia

This annual transatlantic rally, starting each November in Las Palmas de Gran Canaria, has become the most popular way to cross the Atlantic by boat. Every year the ARC brings together more than 200 yachts from all over the world. The Caribbean destination is Rodney Bay Marina in St. Lucia. The 2,700 nautical mile passage on the northeast tradewind route takes, on average, between 14 and 21 days.



Last year's ARC start brought the number of yachts participating since 1986 to a grand total of 3,908. This year's event will push the total to well over 4,000

ARC 2009 departs from Las Palmas on November 22nd.

The ARC is open to cruising monohulls with a minimum length of 8.23 to 25.91 metres (27 to 85 feet) and cruising catamarans from 8.23 to 18.29 metres (27 to 60 feet) LOA. Yachts outside these sizes may be permitted to join in the Open Division.

The competitive side of the event will be catered for by the Racing Division, rated under the IRC Handicap System, run under the auspices of the Royal Ocean Racing Club. The World Cruising handicap is used to calculate results in the cruising classes, in which motoring is permitted.

In a significant new development, from June 2010 yachts in all World Cruising Club offshore rallies will carry satellite tracking units, capable of automatically reporting the yachts' positions anywhere in the world. The compact and powerful technology developed by Yellowbrick Adventure Tracking will provide a significant benefit for participants in World Cruising Club events. The system was first used on Rally Portugal 2009 and was a huge success with automatic position reports uploading to the WCC website every six hours via the Iridium Network. Tracking will also be used on the 2009 ARC in the Racing Division. Yellowbrick Technical Director, Ric Searle, commented, "We are delighted at the success of our technology demonstration during Rally Portugal and look forward to working closely with World Cruising Club providing yacht tracking for the racing yachts in ARC 2009."

The world's most popular transocean cruising event will celebrate its silver jubilee next year. Managing Director of World Cruising Club, Andrew Bishop, comments: "Having been involved since participating in the fourth ARC, I am delighted the event has reached this important milestone and look forward to ensuring the 25th ARC is a memorable celebration for everyone involved."

Between 1986 and 2008 a grand total of 3,908 yachts have entered this annual event, and with this year's Rally already full, the 2009 crossing will push the numbers well over the 4,000 mark. ARC 2009 will have over 1,100 participating sailors representing 28 different nationalities. This level of diversity within the fleet is a tribute to the spirit of the ARC.

Andrew went on to say, "The diversity and international appeal of the ARC is what makes the event so special for the participants; cruising is about exploring and what better way than to meet so many different nationalities? Friendships made on the ARC often last lifetimes. A shared experience of crossing an ocean made just that little more special."

World Cruising Club has now opened its entry lists for a host of 2010 events including ARC Europe, Rally Portugal and the ARC. Interest is already high and all events are expected to fill up quickly.

For more information visit www.worldcruising.com.

St. John's 28th Annual Coral Bay Thanksgiving Regatta

The Coral Bay Yacht Club on the east end of St. John, USVI, will host the 28th Annual Coral Bay Thanksgiving Regatta on November 27th and 28th. Two days of great racing and two nights of fun parties with live music at Skinny Legs will once again provide exciting entertainment. Serious PHRF racers, plus gaff riggers, cruisers, multi-hulls, single-handers, and traditional boats can compete.

The Friday after Thanksgiving is when the fun starts, and it continues through Saturday night in Coral Bay. On Saturday, the PHRF class will start together. All other classes will have staggered starts in a Pursuit Race, with the boats' handicap ratings determining their start times. Traditional Class shall have a gaff or low aspect ratio sail (consult the Race Committee for luff-foot ratio). The Race Committee reserves the right to disallow non-traditional vessels. Pursuit Class will have open sail choice.

Skinny Legs Restaurant is the home of the Coral Bay Yacht Club, and the place to meet for Skipper's Meetings, music, food, drink and the Awards Ceremony.

Entry fee is US$40. All proceeds go to the Kids and The Sea program.

For more information contact Denise Wright at (340) 513-4022 or denise@onlinevacations.com.

JHR Caribbean Annual Regatta in Antigua

Carol Smith reports: You won't want to miss out on the fantastic sailing on November 28th and 29th, hosted by Jolly Harbour Yacht Club in Antigua. Regatta parties, barbecues, a live band, dancing and amusing prizegiving celebrations are all in store. Everyone is welcome to the festivities, even if you are not sailing!

The sailing area for this event will be outside Jolly Harbour and in Five Islands Harbour. There will be four classes and all sailboats with a draft of ten feet or less are eligible to enter. The entry fee is EC$150 per boat when registering online (www.jhycantigua.com/jhyc_form.html) or EC$175 per boat when registering at the Skippers' Briefing. Prizes will be awarded to at least the first three boats in each class. Berths will be available free of charge (excluding utilities) on the racing days. Please notify the Marina Office on arrival in Jolly Harbour (VHF 68).

For more information visit www.jhycantigua.com or contact Tanner Jones at (268) 764-5910 tannerdjones@hotmail.com.

Guadeloupe's Christmas Cup

Alexis Duvernoy reports: For two years now, Guadeloupe has been home to a growing dinghy and beach cat event, The Christmas Cup, or Coupe de Nwel. The third edition will be held from December 26th through 30th, in Le Gosier.

The competition is open to Optimist and Laser classes, F18s and F16s, as well as other 16-foot beach cats. The Optimists proved to be the most competitive class in 2008 with many excellent sailors coming from Martinique and France to join the Guadeloupe sailors.

The organizing body, Cercle Sportif du Bas du Fort (CSBF) looks to reinforce the Caribbean dimension of the competition and has set up a partnership with Guadeloupe-based tour operator NouvellesAntilles.com, to make specific deals.

For more information visit www.csbf-guadeloupe.com. The Notice of Race is available in English.

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Two Weekends of Action for Grenada Sailing Festival 2010

Sarah Baker reports: For the first time, the 2010 Grenada Sailing Festival, presented by Port Louis and Camper & Nicholsons Marinas, will offer not one but two weekends of great sailing action. The ever-popular event, run in association with the Grenada Board of Tourism, will start on Friday January 29th, with four days of international yacht racing off the island's southern coast in the Port Louis Racing Series. The local work boats will head for Grand Anse Beach the following weekend, February 6th and 7th, when the traditional Digicel Work Boat Regatta becomes an integral part of the island's National Independence Celebrations.

The Festival is part of the 2010 Southern Caribbean Regatta Circuit, which was launched last season. Once again, skippers and crews can start the New Year with the Carriacou Sailing Series (January 13th through 16th), move down to Grenada



ONNE VAN DER WAL FOR GRENADA SAILING FESTIVAL

Extended fun! In a change from previous Grenada Sailing Festival formats, in 2010 the Work Boat Regatta will follow the Yacht Racing Series rather than being embedded in it

and enjoy our Sailing Festival, then move on to Tobago for the Tobago Carnival Regatta (February 18th through 21st). Stay south and sail!

For the second year, the Festival's Home Port will be at Port Louis by Camper & Nicholsons Marinas, the newest international-class marina in Grenada, which will have slips for some 160 yachts of all sizes. Racing will start and finish from this base, and there will be new, longer courses, including an extended South Coast Triangle, providing more challenging racing to attract bigger yachts and competitive crews.

The Grenada Sailing Festival Port Louis Yacht Racing Series will be run from January 29th through February 2nd, and, as always there will be four days of great parties Grenadian-style as well as tough racing. Yacht charter options are available. The Victory Bar at Camper & Nicholsons Port Louis Marina will be "the place to be" for end-of-race Happy Hours, and a new selection of After Race Parties, including the Mount Gay Red Cap Party and Festival Farewell Prize Presentation Gala Dinner. True Blue Bay Resort's Dodgy Dock is still on the calendar too, when the popular Festival venue hosts Monday Night.

The sailing continues on Saturday and Sunday February 6th and 7th, when the traditional Digicel Work Boat Regatta comes to Grand Anse Beach. Exciting new plans will twin this spectacular weekend of racing with the island's Independence Celebrations to make a bigger event that will be a great attraction to locals and visitors alike. The all-action competition on the water between the sailing communities of Carriacou, Gouyave, Grand Mal, Petite Martinique, Sauteurs and Woburn will complement a new tented Heritage Village set up for two days of live entertainment. There will be steel pan and drummers, a cultural showcase with folk song and dance, games and activities for the children, arts and crafts on sale, plus community food stalls with all the best traditional dishes on offer.

The organizers would like to thank their sponsors and supporters: Port Louis Camper & Nicholsons Marinas, the Grenada Board of Tourism, Digicel, American Airlines, British Airways, Boval, Colombian Emeralds, Mount Gay Rum, Heineken, ScotiaBank, True Blue Bay Resort, United Insurance, Budget Marine, Coca Cola and Spice Island Marine Services.

Skippers and crews coming to Grenada to take part in the 2010 Sailing Festival are being offered great discounted rates at several of the island's Hotels and Guesthouses in the Stay Sail Programme being promoted by the event organizers in liaison with the Grenada Hotel & Tourism Association (GHTA).

A wide selection of GHTA members has offered discounts on their published rates (on request basis only) on accommodation bookings from Festival participants. The Stay Sail Programme is designed to give sailors taking part the chance to enjoy four days of some of the best competitive racing, then relax, explore and experience even more great Grenadian hospitality and fun — "Pure Sail Pure Spice".

For information on the Stay Sail Programme, contact the GHTA office at grenhota@spiceisle.com.

For more information on the Grenada Sailing Festival see ad on page 11.

New Features for 2010 St. Croix Yacht Club Hospice Regatta

Ellen Sanpere reports: A redesigned website, free online registration and instantly available race results are some of the new features of the 2010 St. Croix Yacht Club Hospice Regatta, according to regatta director Julie San Martin. "Skippers and crews of keelboats, cruisers, Optimists and multihulls should find the improvements to their liking," she said, "and regatta management will be better able to put on a good race."

The annual party with international racing is scheduled for February 19th through 21st, 2010, at the club in Teague Bay. The competition promises to be inspiring, with one-design and dinghy racing in Teague Bay and CSA handicap racing in the Buck Island Channel. Cruisers, live-aboards, and heavy displacement vessels with Simplified CSA ratings are invited for Hospice Class racing along the beautiful north shore of St. Croix. The organizers aim to raise funds and awareness for hospice care on St. Croix.

The event's web address remains www.stcroixregatta.com. "Sponsors will like the direct links to their websites, too," San Martin added, "Visitors can access the sites by clicking on a logo for more information." The web designer, Luiz Kahl of Interactive Creations, used visually appealing graphics, organizational tabs, and links to island resources, regatta sponsors and racing management functions to



The St. Croix Yacht Club at Teague Bay will welcome one and all to a great party with great racing for a great cause

make the user experience functional and easy. Past results, photos from the 2009 regatta, extensive information about hospice services and sponsorship opportunities, and access to online race management and information are also just a click away. Yacht Scoring, Kahl's widely recognized yacht racing management and scoring system, provides essential capabilities for participants, regatta organizers, and observers worldwide. The scoring service has been an integral part of the St. Thomas Yacht Club's International Rolex Regatta since 2006, allowing organizers to post race results from multiple racing circles and classes, even before the crews get back to the clubhouse. St. Croix's regatta organizers and participants can now enjoy online registration, downloadable event documents, such as Notice of Race and up-to-the-minute scratch sheets, crew/boat sign up board, and easy, instant communications to competitors.

Regatta followers ashore can see how their favorites are doing simply by clicking on the website, thanks to real-time "Current Standings". Results (race and cumulative) and competitors' data are available immediately to the media and e-mail subscribers in a variety of formats, from detailed to summarized. Unlike some scoring programs, registrant information is entered only once to a single web-based data source, preventing errors caused by transferring or re-entering data for scoring, and again for publication. Individual passwords preserve data security while allowing access to authorized users.

Sponsors will like having their logos and website links posted on the site for all to see. Seaborne Airlines, SailProud Apparel, and West Marine are already on board and online. San Martin was pleased to sign on Premier Wine & Spirits and Cruzan Rum as returning regatta sponsors.

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San Martin and Tracy Sanders, director of the St. Croix hospice, Continuum Care, Inc., continue to look for individuals and companies to help raise funds and awareness for hospice care on St. Croix. Over one-third of the island's population has inadequate insurance coverage for end-of-life care, though Continuum Care provides its services regardless of ability to pay. Funds raised are US tax deductible per 501(c)(3) provisions. Sponsorship opportunities are listed on the regatta website, or from Julie San Martin, tel (340) 690-9040, and Tracy Sanders (340) 772-2273.

"Racers are encouraged to register now — pay later," San Martin says, as entry fees aren't due until February 19th, 2010. However, early registration will help organizers plan a terrific party and competitive racing for all.

Volunteers are also encouraged to sign up early and should see the website for complete information. "The St. Croix Yacht Club Hospice Regatta is run entirely by volunteers," according to San Martin, "At least 40 percent of St. Croix Yacht Club's 500 members are directly involved in February's regatta. Fifty-six years ago, our club was formed for this very purpose!"

For more information visit www.stcroixregatta.com.

Enhanced South Grenada Regatta for February 2010

The members of the South Grenada Regatta committee — Laura Harvey, Dieter Burkhalter, Lucy Murchie, James Benoit, Jo-anne Hypolite-Peters and Jana Caniga — have confirmed the South Grenada Regatta 2010 dates after their very successful event earlier this year. The important dates for your diary are February 26th through 28th, 2010, the last weekend in the month. The event is based at Le Phare Bleu Marina.

All participants in the South Grenada Regatta 2009 agreed the event was a huge success. Nevertheless, the committee sat together right after the event and specified



Grenada's south coast waters and winds provide a beat that can't be beat!

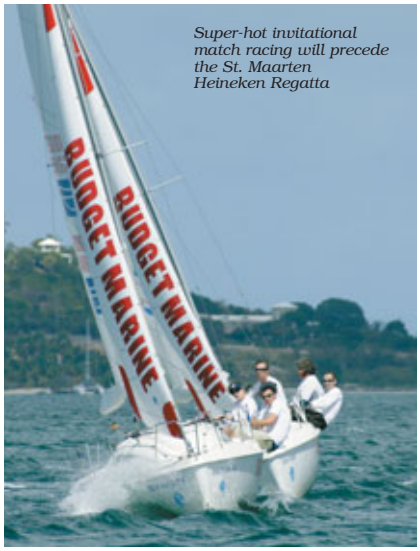
some amendments to enhance the attractiveness of the races and the general program. What changes are anticipated for the coming South Grenada Regatta? First of all, the courses will be a little shorter and a third race will be added. The Junior Sailing will be organised on the Saturday, and Sunday will be for relaxation, family and fun. One other significant change is the registration fee — now only US$50.

For more information visit www.southgrenadaregatta.com.

Top Match Racing in St. Maarten in March

Heather Tackling reports: The second annual Budget Marine Match Racing Cup will take place two days before the start of the 30th edition of the St. Maarten Heineken Regatta. The date is March 2nd, 2010, with the St. Maarten Heineken Regatta following from March 4th through 7th. This event will give top racers a chance to collect some of the US$10,000 in match racing prize money just before they sail in what has become the Caribbean's leading fleet regatta. Last year's inaugural Budget Marine Match Racing Cup saw Peter Holmberg of the US Virgin Islands give a demonstration of truly professional match racing in heavy breezes during the one-day event.

Organizers are targeting an eight-team invited roster for the event and looking for a wide geographical spread of sailors. The teams must consist of three persons including the helmsman. A strong umpiring staff will ensure that the event is run at a high standard. The event will take place in the Simpson Bay Lagoon.



Super-hot invitational match racing will precede the St. Maarten Heineken Regatta

The event precedes the St. Maarten Heineken Regatta. The main event is preceded by a warm up regatta for spinnaker boats called the Commodore's Cup. The timetable is arranged so that participants in the match racing have ample time to train on the fleet racing boats that they may wish to sail on in the main event.

Anyone who is an accomplished match racer, male or female and who would like to enjoy match and fleet racing, win a pile of dollars and enjoy some of the finest regatta parties in the Caribbean should mail the regatta office at regatta2@heinekenregatta.com and submit their sailing CV for consideration. The cost of participation is low but in order to avoid no-shows a deposit of US$500 is required to confirm the slot.

Indications are that the Caribbean Regatta season will once again see a good representation of larger visiting boats and opportunities for good sailors to enjoy the outstanding sailing of the region in 2010.

For more information on the Budget Marine Match Racing Cup and the Sint Maarten Heineken Regatta visit www.heinekenregatta.com.



'Here comes the fleet!' The Grenada Round-the-Island Regatta keeps things rocking on the beach while sailors are racing

It's Back — Grenada Round-The-Island Race for 2010

Roger Spronk reports: This historic Grenadian sailing event is returning for 2010! The 8th Annual Grenada Round-the-Island Race will take place March 12th through 14th on the magnificent Grand Anse Beach, presented by the Grenada South Coast Yacht Club.

—Continued on next page

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—Continued from previous page

Brought back by popular demand, in addition to the big race day, expect an even BIGGER youth sailing exhibition, bathtub derby, family beach games — and A Taste of Grenada with tasty local cuisine and live entertainment. We hope to see you there!

For more information visit www.aroundgrenada.com.

BVI to Host ClubSwan Caribbean Rendezvous

The Caribbean Rendezvous is one of the highlights in the Nautor's Swan calendar. The 7th Annual Rendezvous will take the participating Swan fleet around some spectacular areas of the BVI on a programme of cruising and social activities from March 15th through 20th, with two days based at the prestigious Bitter End Yacht Club. The Rendezvous includes a range of on-shore and off-shore events, and while maintaining a cruising focus the 2010 event offers a series of optional, laid back races around the islands. The social programme allows the owners, crew, friends and family to make the most of the relaxed cruising atmosphere at functions ranging from seated dinners and beach barbecues to dinghy racing and treasure hunts.

Next year's edition of the event expects to involve a fleet of 20 to 30 Swan yachts ranging from 36 to 114 feet.

For more information contact the Swan Racing Office at racing-office@nautorswan.com.

Good Works! BVI Spring Regatta's 2009 Green Initiatives

Money always makes people smile but this time that is only part of the story. Certainly Judy Petz, BVI Spring Regatta Director; Phil Aspinal, President of Virgin Islands Search and Rescue (VISAR); Chuck Peterson, Director of Clearwater; and Charlotte McDevitt, Executive Director of Green VI, are all pleased that the BVI Spring Regatta campaign to promote the use of recyclable water bottles resulted in funds being raised for the donation to VISAR and Green VI, but it was even more important what this donation represented.

Judy Petz explained, "We really did it. We set out to reduce plastic waste by 30 percent and with the donation by the BVI Tourist Board of the green reusable water bottles, and with Chuck Peterson stepping in and supplying free refills throughout our regatta, plastic waste was reduced considerably. We met our goal and next year plan to raise the bar even higher."

Green VI is in the midst of getting a pilot island-wide recycling program off the ground. With a major donation from Deloitte, and the funds from the BVI Spring Regatta, recycle bins for marinas, select schools and special events will be bought and distributed. Recycle efforts will initially focus on glass, but Charlotte explained that plans are to expand to include aluminum and PET plastic as soon as possible.

When discussing how the funds for VISAR would be spent, all agreed with Phil Aspinal that the money should be earmarked to help pay for a new four-stroke engine that will be bought as a "spare" for both the Tortola and Virgin Gorda rescue boats. Phil explained, "The four-stroke 225-horsepower engine meets the requirements to be considered 'green' by the US Environmental Protection Agency. It is so much more efficient than a comparable two-stroke engine that the boat will go as fast with one half the throttle and use 66 percent less fuel."

As a sponsor of the BVI Spring Regatta recycling initiative, Chuck Peterson could not have been more pleased. "Last spring, at my wife's insistence, I walked into Judy's office and asked how I could help. As it turned out, people were very excited to see us at the regatta with Clearwater, the drinking water purification machine. The fact that the water tastes great and was free just added to our popularity."

Sailors for the Sea, an organization committed to protecting the oceans and sponsors of the Clean Regattas Certification Program, awarded the 2009 BVI Spring Regatta the first Silver Certificate ever awarded to any regatta. Building on the success of 2009, Judy Petz said that efforts will be expanded for the 2010 event to include a further reduction of disposable plastic, a reduction of paper used in the registration process, electronic press packets, volunteers monitoring recycling bins and helping sailors and partygoers to get the trash and recyclable materials disposed of properly.

Held annually on the first weekend of April, the BVI Spring Regatta & Sailing Festival will be celebrating its 39th anniversary next year, March 29th through April 4th. It is now a seven-day event with two events back-to-back attracting an average of 150 yachts per year with 80 percent of the competitors from overseas. The BVI Spring Regatta is presented by Nanny Cay Resort and Marina; the BVI Tourist Board is a Platinum sponsor; Gold sponsors are Bitter End Yacht Club, LIME, First Caribbean International Bank, Heineken, The Moorings, Mount Gay, and SOL.



Left to right: Charlotte McDevitt, Executive Director of Green VI; Chuck Peterson, Director of Clearwater; Phil Aspinal, President of VISAR, and Judy Petz, BVI Spring Regatta Director

New for 2010, the International Yacht Club Challenge will pit competitors from yacht clubs throughout the world against each other in Sunsail Beneteau 39s. Participants will receive up to a ten percent discount on the charter and compete for a grand prize of a free week's charter.

For more information visit www.bvispringregatta.org.

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WESTWARD
ACROSS THE ATLANTIC



Mindelo in the Cape Verdes provides a good anchorage with shops and services within an easy dinghy ride

A passage across the Atlantic Ocean is not a trip to be lightly undertaken. Your boat and crew must be prepared to face heavy weather. If this will be the first ocean passage for you or your boat, do some rehearsals: While still in your home waters, when a good hard blow comes through, take your boat out for a sail and ascertain any deficiencies in either boat or crew. Take your boat back in and rectify the deficiencies. Then go out in a second blow, which you will be much better prepared for. Go home again and rectify any deficiencies that are still not corrected from the first trial. Etcetera.

The hardest part of sailing westward across the Atlantic is getting from Europe to the Canaries or Madeira. Once there it is basically all down hill and easy sailing to the Caribbean.

Take a look at the weather charts on the back of the Imray-Iolaire North Atlantic Passage Chart 100. These will show why you should have gotten out of Northern Europe by September, as the gale frequencies there increase drastically after mid-September, through October and November. By now, you should be in Madeira or the Canaries, or even the Cape Verde Islands.

If you are leaving from Gibraltar, you should carefully check your weather report — in November you can run into some bad southwest blows, and the northwest coast of Africa has virtually no harbours of refuge. Take off on a good weather report from Gibraltar, and work your way well to the west to give yourself plenty of sea room before heading southwestward to Madeira or the Canaries.

Madeira and the Canaries

In the Madeiran Archipelago island of Porto Santo, there may be room in the harbour at the marina, or you can anchor off.

In Madeira one can find a wonderful secluded anchorage in Bahia de Abra. It is absolutely deserted, and a few miles west of there, one can find the Quinta do Lorde marina three miles east of Canical.

If you continue on to the Canaries you will discover that there are relatively few anchorages and the marinas are chock-a-block full. Unless you are joining the rally, forget about going to Las Palmas, Gran Canaria, until after the ARC 2009 departs on November 22nd. There is a marina at Rubicon on Lanzarote, plus Puerto Calera where space might be available.

The islands' best infrastructure to support the yachting industry and make good any deficiencies discovered in gear and equipment is in Tenerife.

In the opinion of many, the nicest islands in the Canaries are the three westernmost islands: Palma, Hiero and Gomera.

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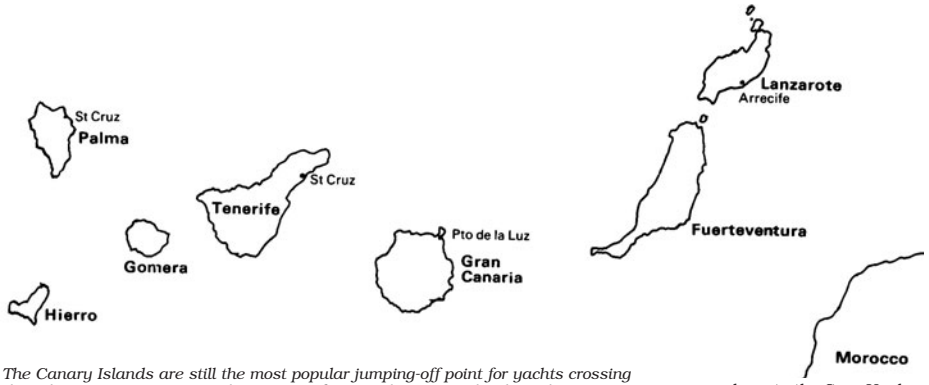
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The Cape Verdes

We visited the Cape Verdes on *Iolaire* in 1985 and 1989 and preferred them to the Canaries. I revisited them via "the big bird" in 2002, and again in 2005 on *Sincerity*, an 88-foot ketch.

I recommend spending December exploring the Cape Verdes, and crossing the Atlantic in January when the trades have filled in and late-season hurricanes are avoided. Landfall should be Isle Sal to check in, then sail downwind to São Nicolau, Sta. Luzia (an uninhabited island with a three-mile-long white sand beach), and São Vicente and its port city of Mindelo.

Mindelo is wonderful, with beautiful colonial Portuguese architecture. A German, Kai Brossman, has completed a 120-berth marina with repair services, electronics, rigging and sail repair. Kai also points out the Cape Verdeans are wonderful at improvisation; he feels that within three weeks anything broken on a yacht can be replaced or repaired.



The Canary Islands are still the most popular jumping-off point for yachts crossing the Atlantic east to west. 'In the opinion of many, the nicest islands in the Canaries are the three westernmost islands: Palma, Hiero and Gomera'

After Mindelo, sail south to Santiago, which has a dozen unexplored anchorages available to the experienced sailor — check Google Earth and see what I mean. Then visit Fogo, with its colony of blue-eyed, red-haired Cape Verdeans descended from a French count who arrived in the 1880s and cultivated grapes (and the local damsels!). Then on to Brava, which has an excellent harbor on the northeast side and a sheltered cove on the southwest corner, a perfect jumping-off spot to cross the Atlantic.

Across the Pond

I am strongly of the opinion that when crossing the Atlantic you should go from the Canaries down to the Cape Verdes, enjoy the cruising there, and then cross from the Cape Verdes to the Eastern Caribbean. The reason I say this is because the Great Circle route from the Canaries is 2,535 miles, but this route can really only be sailed by boats that have plenty of fuel and/or are lightweight fliers with a crew that is willing to do a lot of sail changing, setting spinnakers and the like. The more traditional route is to head southwest from the Canaries, at least down to 20°N, and then across — about 2,615 miles. This route brings you quite close to the Cape Verdes, so why not sail from the Canaries to the Cape Verdes? It is only 780 miles, with guaranteed Trades down the African coast.

You can enjoy the Cape Verdes and then take off from Brava, a wonderful little island where the Yankee whalers used to pick up crew. From there to Antigua (2,175 miles) you are down in the deep Trades, and will have some glorious sailing as the course is a little bit north of west and the Trades are a little bit north of east. You can rig your spinnaker pole semi-permanently out to starboard, to be used to wing out the jib if it is blowing hard, or for your spinnaker if the wind goes light.

Iolaire, 46 feet on deck, has sailed three times from the Cape Verdes to the islands of the Eastern Caribbean — in 14 days and some hours in 1949, under gaff rig when owned by R.H. "Bobby" Sommerset; then in 1985 and 1989 under my command as a double-headsail Marconi yawl. On all three trips the spinnaker pole was rigged to starboard and left up there for the entire trip. No gybing!

Southwest Winds

If you look at the weather charts, you will note that in November in the Canaries, there is a southwest arrow. If the wind goes round to the southwest, you should sit in the Canaries and wait until it goes back around to the easterly quadrant. It can blow southwest for two or three days and blow hard. The ARC has discovered this occasionally, when participants were discouraged to discover they were beating to windward in heavy weather for the first three or four days of their transatlantic crossing, rather than having a glorious sleigh ride all the way.

It should be noted that a southwester could settle in for even longer periods. In 2002 dozens of boats that left the Canaries were driven all the way down to the Cape Verdes, where they stopped to pick up fuel and/or wait for the wind to go around to the east.

Boat preparation and sailing directions westward across the Atlantic will be covered in more detail in my completely new *Street's Guide to the Atlantic and Caribbean Basin*, available in 2010. A detailed guide to the Cape Verdes will form an entire chapter. I recommend the following charts for a westward transatlantic crossing:

- Imray C20: Gibraltar to Azores and Canaries
- Imray-Iolaire E2: Islas Canarias. Plans: Pto de la Luz, Pto de los Marmoles and Pto de Naos, Pto de San Sebastian, Pto de Santa Cruz, Darsena Pesquera (Santa Cruz de Tenerife), Morro Jable, Pto de la Estaca
- Imray-Iolaire E3: Arquipelago da Madeira. Plans: Pto Santo, Pto do Funchal
- Imray-Iolaire E4: Arquipelago de Cabo Verde. Plans: Pto da Furna, Pto Grande, Pto de Sal-Rei, Pto Novo, Pto da Praia, Cavaleiras, Pto Velho, Bahia da Palmeira





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The Coconut Telegraph

by Devi Sharp

Every boat has its morning routine and for many of us sailors travelling in the Eastern Caribbean, 0800 hours is time to listen to and check in with the Coconut Telegraph on 4060 USB (using 4030 USB as an alternate frequency when conditions require). The purpose of the Coconut Telegraph is to keep cruisers connected and to share information.

The net is a controlled net and controllers are volunteers. Because of the great distance covered by the net, relays are often necessary. Boats can request traffic with another vessel and are asked to move to another frequency far enough away from 4060 so they do not interfere with the rest of the net. When you check in you are expected to give your name, the name of the vessel and your location.

The net starts with a call for priority traffic or announcements. This is the time to announce any safety or security concerns or to share information of concern to other cruisers. For example, this would be the time to announce that there was a theft in an anchorage, that a boat is missing, or that there has been a change of Customs regulations for a specific country.

The net controller moves onto "vessels underway and short time". Vessels underway are asked to give a brief description of the wind and sea conditions for their location. This can be helpful to others who are headed in that direction. The next call is for first time check-ins and then general check-ins. This is the opportunity for anyone to call in with his or her location. It is nice to be able to keep track of your friends, and sometimes when a vessel does not show up in a location at an expected time the net serves as a last known point. A few times a year the net is able to solve a big problem for someone. Parts have been delivered to remote places and lost dinghies have been returned to their owners.

Since the net is run by volunteers there are always opportunities to become involved by being a net controller for a designated day of the week. Just let your interest be known to the net controller and they will set up a radio test and the script. During the summer the Coconut Telegraph takes Sundays off, owing to lack of volunteers for net controllers, but by the time you read this it will be back on a daily schedule.

Island Groups Work for Boating Business

Many Eastern Caribbean countries have national marine trade or business associations that focus on their recreational boating sectors, which include — often predominately — visiting yachts.

The Caribbean Marine Association (CMA, www.caribbeanmarineassociation.com) is the regional umbrella body bringing together these national-level associations. The CMA aims to compile and share experience, ideas and information, and to improve communications between all members and other related organizations. Another of the CMA's goals is to encourage all within the yachting industry to adopt best practices and standards that are designed to preserve, protect and enhance the quality of the Caribbean waters, the Caribbean environment and the nautical tourism experience. Finally, the CMA will offer non-political advice and assist all Caribbean governments, regional tourism organizations and other NGOs on policies and challenges that influence the regional yachting industry.

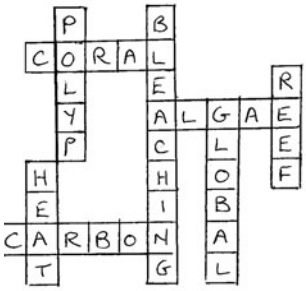
The CMA is run by volunteers and so depends on their ability to find the time to work along with the demands of their "day jobs". But while the organization might appear to hibernate from time to time, it has proven its worth in times of crisis to act as a regional lobby for the interests of yacht tourism, much as the Caribbean Hotel Association supports interests of land-based tourism. For example, efforts by the CMA in late 2007 and 2008 were instrumental in avoiding the negative impact that application of an unwieldy advance passenger information system would have had on free yacht movement throughout the Eastern Caribbean.

Some national organizations in the CMA meet regularly and are very active in promoting yachting-related business in their country, acting as liaisons between visiting yachtspeople and government, and developing what has come to be known as "the yachting industry" nationally and regionally. Just in this issue of *Compass* alone, you'll find news from the Antigua & Barbuda Marine Association about safety and security initiatives for the coming season, and a report from the Marine and Yachting Association of Grenada on their summer yachting visitors' survey. Other associations are more laid back but, like the CMA, spring into action when necessary. (Some need a reminder to update their websites, including the CMA itself!). But all welcome feedback from visiting and local sailors, and most will try to help if problems arise. Current Full Members of CMA (from north to south) are:

- Marine Association of the British Virgin Islands, Sam Welch, (284) 494-2751, info@marinebvi.com, www.marinebvi.com
- St. Maarten Marine Trades Association (SMMTA), Jeff Boyd, (599) 545-2676, jboyd@mmcnv.com, www.smmta.com
- Antigua & Barbuda Marine Association (ABMA), John Duffy, (268) 562-5085, info@abma.ag, www.abma.ag
- Marine Industries Association of St. Lucia (MIASL), Keats Compton, keats@miasl.org, www.miasl.org or Bob Hathaway, (758) 451-4275, marina@marigotbay.com
- St. Vincent & The Grenadines Recreational Marine Assn. (SVGRMA), John West, (784) 456-9608, info@svgrma.com, www.svgrma.com
- Marine and Yachting Association of Grenada (MAYAG), Anita Sutton, (473) 443-3603 (ask for Anita), anita@islandreamsgrenada.com, www.mayag.net (under development)
- Yacht Services Association of Trinidad & Tobago (YSATT), Gina Hatt-Carvalho, (868) 634-4938, ysatt@Trinidad.net, www.ysatt.org

The current chairman of the CMA is Keats Compton of MIASL.

Dolly's Answer

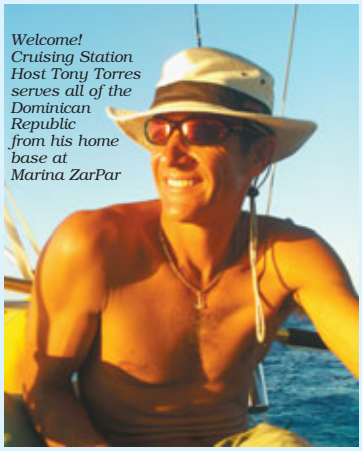


Host Stations in the Caribbean for Cruising Association Members

by Joan Conover

The Seven Seas Cruising Association is the oldest and largest worldwide organization supporting the liveaboard cruising lifestyle. Founded in 1952 by six liveaboard couples in California and now headquartered in Florida, today's SSCA remains true to the traditions of its original members: sharing cruising information, fostering camaraderie, and leaving a clean wake. Leaving a clean wake is one of SSCA's most cherished traditions. It means that we show respect for others and for our environment so that those who follow in our wake will be warmly welcomed.

The SSCA, a non-profit organization, has now grown to thousands of members from many countries, and it continues to grow.



Welcome! Cruising Station Host Tony Torres serves all of the Dominican Republic from his home base at Marina ZarPar

One of the SSCA programs showing significant growth is the SSCA Cruising Station (CS) program. Over the past several years we have greatly expanded the CS program, with a goal of adding critical points of contact for cruisers not only in the US, but also in the Caribbean, Europe and the Mediterranean, the Pacific and the Far East. With over 132 volunteer SSCA Cruising Stations worldwide to welcome our members to ports near and far, the volunteer program continues to promote our sailing tradition of world-class hospitality.

The list for the Caribbean area alone includes reliable points of contact in the Bahamas, Belize, Bonaire, British Virgin Islands, Colombia, Dominica, Dominican Republic, El Salvador, Mexico, Guatemala, Panama, Puerto Rico, and Trinidad.

CS Hosts located in Isla Mujeres, Mexico (Thomas Boylan) and Chaguaramas, Trinidad (Jack Dausend and Jessie James) support SSCA cruiser get-togethers (or "gams") with Isla Mujeres's next event scheduled for December 29th, 2009, and Trinidad's next event January 1st, 2010.

There are several reasons for a CS Host program or local point of contact for cruisers. In addition to information sources such as radio nets and *Caribbean Compass*, the various points of contact in the SSCA CS Host program provide a critical link for the mobile cruisers. This is a direct link with a shore-based person who is aware of current issues in the local area and is willing to serve as a helping hand for cruisers in a new port. The SSCA CS Host is the local contact for cruisers looking for current information such as Customs/Immigration requirements, where to provision and where to find dockage. If there are anchoring or security issues, hazards to navigation or known areas of danger, the local point of contact should be able to advise. As always, it falls on the captain of the vessel to make the final decisions, but it's an advantage to have access to the most current local information available.

SSCA members can contact the Cruising Station Hosts in advance via e-mail or phone. Hosts often welcome SSCA members upon arrival and can tell members where they can find discounts, provide local maps and general assistance in locating parts and services. It's all a part of the camaraderie and fellowship of cruising.

In providing support for SSCA members, the CS Host program receives praise, such as the following from members Jack and Marianne Plunkert of *S/V Gravyboat*. In September, 2009 the Plunkerts had difficulties in obtaining services in Puerto Rico, so "we thought to contact the Puerto Rican Cruising Station listed on the SSCA website to learn if there were any facilities the Hosts knew of that we had not yet contacted. Through a personal contact, Tom Cordero, CS Host in San Juan, was able to get us into the Puerto del Rey facility when a cancellation occurred. This was no small feat."

We continue to expand and improve the SSCA Cruising Station program. Our website's downloadable list of Cruising Stations is updated monthly with the international and US Host locations and the services available. The monthly SSCA *Commodores' Bulletin* features an individual CS Host in each issue and the bi-monthly "CS Scuttlebutt" is posted on the SSCA website. A proactive staff at the SSCA Home Base in Florida is available to lend a hand as well.

Goals for this year include expansion of the East Coast CS Host sites up and down the Eastern Seaboard, and adding new Cruising Stations in the Caribbean, a "step by step" approach for adding new CS Host volunteers for cruisers travelling north and south, east and west with the seasons.

Join the SSCA for a "host" of benefits — including names and contact information for all the SSCA Cruising Station Hosts in the Caribbean and around the world.

For additional information on the program, to become an SSCA member or to find out more about the SSCA, visit www.ssca.org.

Joan Conover is the SSCA Cruising Station Coordinator. She can be contacted at cruisingstations@ssca.org.







Antigua in a Day

by Jo-Anne Nina Sewlal



CHRIS DOYLE



JO-ANNE NINA SEWLAL

Above: One of the island's iconic sugar mills at Betty's Hope Estate

Left: Taking in the view of English and Falmouth Harbours from Shirley Heights

Below: The author at Stingray City



I love travelling in the Eastern Caribbean but I absolutely dread changing planes in Antigua because it always ends up with me being stuck at the airport for hours. And this time, on my way back to Trinidad & Tobago from Montserrat, was no different. I faced a 12-hour wait between flights. So instead of being stuck at the airport my friend and I decided to see the sights of Antigua — and see if it could be done in a day.

Our first major objective was Stingray City. Cricket is a big thing in the Caribbean, so on our way there we took note of the Sir Viv Richards Cricket Ground. Just outside the capital of St. John's, this ultra-modern facility that can hold up to 10,000 spectators was built to host the ICC World Cup in 2007. It was named after a son of the soil, Sir Viv Richards, one of the greatest cricketers of all time.

We also passed Potworks Reservoir, which is said to be the largest body of freshwater in the Eastern Caribbean, covering 320 acres and capable of holding up to one billion gallons of water. Started in the late 1960s, it was completed in 1970. The name comes from an 18th century pottery works owned by the Codrington family and located at Garden Estate, part of which the reservoir is built on. (Remember the name Codrington, as you will hear it again.) At this factory the workers made conical sugar pots out of clay. These were used for draining molasses from raw sugar.

Then we made a stop at the Betty's Hope Estate. For three centuries Antigua was intensely cultivated for sugarcane production, so it comes as no surprise that the island has more than a hundred sugar mills dotting the landscape. Windmills were used to produce power until the introduction of steam power in 1850. The twin windmills at Betty's Hope were apparently a standard for a large estate such as this. One of these mills, referred to as the "old mill", is the only one on the island where the original machinery is still in place. It is estimated to have been built at the end of the 17th century, with the second mill being built a few decades later.

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The sails were dismantled a few years ago because of repeated damage from hurricanes. All the openings in the "new mill" were bricked up about seven years ago and the structure is now used to store water.

This estate is full of history. Located in the Limestone district, it once belonged to Governor Keynell and was passed on to his widow upon his death in 1663. However, she fled Antigua three years later during the French occupation. When the island came under British rule again, all land claims of persons who fled



JO-ANNE NINA SEMLAL (2)

Left: Exploring the coastal limestone formations called Devil's Bridge



Right: Considered one of Antigua's most spectacular military heritage sites, Fort James overlooks St. John's Harbour

or were disloyal to the Crown were annulled. So Betty's Hope was granted to the Codrington family. Near the windmills one can see the ruins of the houses where the workers stayed and where the boilers that turned the cane juice into sugar were housed. The cotton storeroom has been converted into a museum.

After leaving Betty's Hope we headed for Stingray City, where we changed into our swimwear and assembled with other visitors for a briefing on the area we were going to and some safety tips. Here we learnt the "stingray shuffle" — you slide your feet in the sand wherever the sea is shallow enough for standing. We were warned to avoid raising our feet as you can put them down on a stingray or, worse, on its long barbed tail.

After the briefing and getting our life vest (if needed) our group was whisked away in two covered boats past some of Antigua's many offshore islands. Our journey lasted about seven minutes and ended at a floating jetty anchored off the periphery of a shallow coral reef.

The Southern stingrays here were caught in the nearby waters and kept penned for a few years, to become accustomed to humans. However, now that they are docile they are free to come and go. They enter the area on their own when they hear the boat approaching because they know it is feeding time. They are quite comfortable around humans and even bring other stingrays into the area for food. Visitors get the opportunity to feed them. We offered them squid, which we held loosely. When they passed by and sucked it up from our hands it felt like a vacuum cleaner had just glided by.

We also were allowed to hold the rays and have our photo taken with them. We were told by their handlers to keep the rays' eyes under water. The rays are very sensitive and can sense if you are afraid; we were told that if you are afraid or nervous the rays are not comfortable with you. If you want to take a break from the stingrays, or just want to keep your distance as you muster up the courage to swim with them, you can snorkel around the shallow reef.

After the Stingray City tour we went to Devil's Bridge at the northeastern part of the island. This is a natural rock formation where the action of the waves over the years on the hard and soft limestone has carved an arch and a series of ledges cut into the cliff. So many slaves committed suicide here by jumping into the rough waters that it is said that the Devil is indeed there.

On a lighter note, if you want to enjoy panoramic views and take some photos, you will want to stop at both Fort James and Shirley Heights. Fort James, at the entrance to St. John's Harbour, is the only fort on the island with the original ten cannons in place. Shirley Heights, on the eastern side of the island, is named after Sir Thomas Shirley, governor of the Leeward Islands in 1781. As you near Shirley Heights, there are ruins of colonial officer's quarters, a powder magazine, barracks and cemeteries. At Shirley Heights are a small visitor's centre, outdoor stage and gift shop. The lookout is about 490 feet above sea level and gives a superb view of English and Falmouth Harbours.

After visiting these two sites you'll be aware of the heavy military presence in Antigua's history. This is because of its great sugar-producing value and its excellent harbours for the British fleet.

Of course no trip to Antigua is complete without visiting Nelson's Dockyard at English Harbour. It is named after Admiral Lord Nelson, who in 1805 won the battle at Trafalgar that established Britain's naval supremacy over the French. This harbour is a hurricane haven for ships and its use for this purpose can be traced as far back as 1671. His Majesty's Antigua Naval Yard at English Harbour was built starting about 1725. Its function was to maintain the Royal Naval warships that captured valuable sugar islands of the Eastern Caribbean, thus cutting off enemy trade and increasing Britain's own wealth. The dockyard eventually fell into decline and closed in 1889. It reopened in 1961 after restoration work by the Friends of English Harbour, a group that was formed a decade earlier. This once-military facility is now lined with pleasure yachts. Some of the original buildings are still in use, but serving different functions from their former ones. There are restaurants, a hotel and other small businesses such as a sail loft, a little gift shop and a bakery. English Harbour is like a miniature town and one really needs a whole day to take it all in.

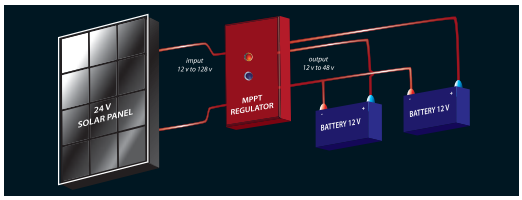
Another must is taking a scenic ride along Fig Tree Drive ("fig" is what we in the Caribbean call bananas). You start off in the low central plains and end up in the higher elevations in the southwest portion of the island. Along the way we saw plantations of Antigua's endemic small pineapple, the "Antigua Black", so named because the fruit is unusually dark. The pride Antiguans have for this fruit shows in their houses, which often have concrete images of the pineapple on the sides of their houses or concrete sculptures of them on the tops of their fence posts. We also passed by the tallest point on the island, recently renamed from Boggy Peak to Mount Obama after US President Barack Obama.

After all that we returned to the airport, checked in for our flights and still had about two hours to kill! So we ended our day with a meal at the Sticky Wicket Restaurant, a two-minute walk from the airport. A perfect end to a perfect day.

So the next time you get stuck in Antigua (or any island) during your travels, get out and explore. It could turn out to be the highlight of your trip!

For more information on Antigua's historical sites visit /www.antiguamuseums.org/Historical.

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Rambling Around Trinidad's Second City

by J. Wynner



Our happy wanderers only discovered the Google map after their ramble around San Fernando Inset: The fast ferry that runs between Trinidad's capital, Port-of-Spain, and the southern city of San Fernando

The sun gave us its brightest smile. The ferry was not rescheduled. It left the island's capital, Port-of-Spain, at the appointed 10:50AM time, and did not break down in the gulf. There were no rags stuffed in the gas tank that Friday in April. The boat was spotlessly inviting; the crew, as well as the terminal staff, were impeccably polite and courteous. I thought to myself, what's going on here? This is Trinidad! I shook my head to make sure I wasn't still sleeping.

The sea, though not absolutely flat, was calm enough to provide a smooth ride, and we crossed the water between Port-of-Spain and the southern city of San Fernando in about 45 minutes.

On disembarking, the geography leader of our group of eight asked at the terminal for a city map of San Fernando. "*Map*?" replied the stunned recipient of such an outlandish request. "Try the library."

We had planned a walking tour of the sister city. The idea had been to take a maxi-taxi from the dock to the heart of town, and then foot it around to an East Indian restaurant on Cipero Street. But we began to think that, regarding maxi taxi and ferry, the twain shall never meet in the southland, at least for the noon arrival, since only a few private cars could be seen parked in the compound.

The next noticeable difference between the POS and San Fernando docking areas was in the nature of the environment. San Fernando's quiet, country feel, provided by the beautiful wall of nature's green that greets the eye on Lady Hailes Avenue, was quite a contrast to the spanking modern high-rise cityscape of the capital city.

Leaving the terminal compound, we turned left on the extremely quiet Lady Hailes Avenue and walked. At the first junction, we saw a man who we thought of asking for directions. But one of our fellow ferry passengers, a young woman heavily loaded with bags and with two children in tow, beat us to it. We walked up in time to hear her enquire, "Where am I? How do I get to the main shopping area and High Street"? Pointing to the street he said, "Just go there, past the bus terminus and you will come to High Street and the shopping area." "What about a park where the children and I can have our food?" "You can go to Harris Promenade," he replied.

It did not take us long to realize the inadequacy of the street signs. Though there was not a complete absence of signposts, too many were missing and we found ourselves continuously having to ask for directions.

Nevertheless, soon we were on High Street, the street with many levels where pedestrians were continuously ascending or descending two or three steps — reminiscent of St. John's, Antigua. We tried taking in the sights as much as possible but the uneven ground distracted us, forcing us to be constantly aware of our footing. However, in a mall, one of the clothes shops caught our attention, and on browsing through the store, it was discovered that the prices were more reasonable than in POS.



The Original Charlie's, home of authentic San Fernando fare

Two of the group remained behind looking at some outfits while the others proceeded onward, thinking that those in the store had already left and were ahead of them. When the realization hit, do you think the cell phones helped? Of course not! Nobody heard each other's cell in all that road traffic noise.

—*Continued on next page*



—Continued from previous page

Not even the cells' vibrators were felt. One of the guys had to walk back and locate the stragglers.

We pressed on, passing inches from the DJ noise booming from one of the music shops. This had some moving rhythmically to a reggae tune, while the others were in a hurry to move on.



The crisply painted City Hall on Harris Promenade is a landmark

Then we were at the famous Library Corner, where three or four streets converge in a mini-radial city design of sorts. The bold colour of the Carnegie Free Library dominates on three sides. The geography man told us he was going into the library to find a map and pointed us to a street on the left, down which we were to continue walking slowly until he caught up with us. Halfway down the street, and with the library still in view, we waited in front of a small pharmacy. Some of us tried to steal a little cool-off inside the air-conditioned pharmacy, but when an elderly, stern-faced man asked, "What can I do for you?" we decided we had better go back on the verge, and brave the heat of a sunnier disposition.

While waiting, my cowboy hat succeeded in gaining a passing Rastaman's attention, "Mam, I went to Texas too, yuh know." I took off the hat, pretending to swat a fly, only to notice the label says, "Made in China". I wondered if he had such a hat, too!

Eventually we saw our leader walking towards us with empty hands swinging. The library had no maps.

Transportation is an important element of a country's development strategy. Whether for business or pleasure people have to get around, and they have to know how to get around. Maybe in future, little maps can be provided for passengers when purchasing ferry tickets. Or failing that, the respective terminals could have their city map posted on notice boards. Or better yet, have maps of both cities clearly displayed on board the ferries, which are fulfilling a vital role in bringing the two cities and their citizens closer.

Finding out which way is up and which way is down proved challenging in San Fernando. We seemed to be going around in a circle. POS by comparison is a square city. Despite the capital's latest waterfront high-rises, from the shoreline the eye can seemingly take in at a glance the sprawling, flat, open, city that is Port-of-Spain. The southern city is a hilly, circular, contained city built to the southwest of the well-known landmark, the San Fernando Hill.

But we persevered. We walked on, and at the next corner we turned right, but not before observing Presentation College on the street high above us. "Looks terribly run down," someone commented. At the next junction we swung a left and through a large open lot, the San Fernando Hill is smack in the face.

Eventually we got to Mucurapo Street, where we knew we were to turn left at the market corner. But when we got there we decided to take a little stroll through the market and were amazed at its cleanliness.

On exiting the market, we made a left, and then a quick right and left at the first corners and walked straight until we got to Cipero Street. There we made a right turn and proceeded until we arrived at our lunch destination. Appreciation prevailed for the cool, clean place and comfortable seating after almost an hour and a half of walking on hilly terrain. We ordered our meal and took a long time enjoying it before recommencing our tour, continuing along the street facing the restaurant's entrance, going forward, in a circle so to speak.

By this time, it was the hottest part of the day. The unrelenting sun was beating down unmercifully on us and there were no trees to provide shade. We found ourselves on a street parallel to The Original Charlie's Black Pudding, which we could see across a small, flat open piece of land. Some of us detoured to patronize Charlie.

The peace and quiet of several of the nearby streets, and the delightful old buildings seen along the way, provided a pleasing change from the pre-lunch excitement of the city centre. Two places in particular caught the eye. One was a simple, colourful, blue wooden structure built flat at street level, with vivid red doors and windows, and which looked as if once upon a time it could have been a business concern — either a shop or a rum-shop. The other was a small wooden white cottage with a rusty galvanized roof, and red steps leading to an open gallery with plantation-style railings. The front door had one side open. Facing us on the left, gold drapes highlighted a closed window. These delightful old structures are relics of the past. Nobody puts up these types of buildings anymore (at least not in Port-of-Spain). If anything they are being torn down to be replaced by modernity.

After our nostalgic interlude, we were soon in heavy traffic in which we twisted and turned our way to the long, narrow, Harris Promenade slightly above street level so unlike the flat, wide, tree-planted Brian Lara Promenade in Port-of-Spain.

On the promenade we walked facing the San Fernando Hill as far as St. Joseph's Convent on our right. The promenade is a scenic place, but there were no benches and the only trees providing shade were at street level. The thought of taking refuge from the sun in the church on the opposite side occurred to us, but a funeral was taking place there, so we made our way back to the bandstand where we had noticed benches. In doing so, we passed in front of a life-size statue of Mahatma Gandhi on a colossal pedestal.

The bandstand is straddled by the crisp, clean, cream-painted City Hall with brick trimmings on one side, and the just as immaculately kept silver-grey building of the Supreme Court on the other. We relaxed on the benches by the bandstand, laughing and chatting and generally killing time until we were ready to leave. We'd had an interestingly different, fun day, regardless of whether we turned right or left.



Traditional Caribbean 'board' houses, an increasing rarity in the region's modernized cities, still grace parts of San Fernando

Finally, still accompanied by our smiling companion in the sky, we headed towards the $732M Chancery Street project and turned right, walking at the side of the building on our way to Lady Hailes Avenue and back to the ferry — in Trinidad, a great means of getting from one city to the other.

The cost of a one-way ticket on the ferry is TT$15, a little less than US$3. The ferry service only operates on weekdays, between 6:00AM and 6:00PM. Schedule enquiries can be made at the water-taxi terminal in Port-of-Spain (east of the new waterfront project) and in San Fernando.

Street maps of San Fernando are available from the Google maps website, so readers desirous of making a similar trip can download a map and plan their own route — or just enjoy the adventure.



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HUMANS HELP SULLY, A YOUNG PILOT WHALE

by Maggie Dobbins

A young short-finned pilot whale washed up on the popular Jan Thiel beach on the island of Curaçao on July 14th. My husband and I sailed in a few weeks after the whale and soon got involved, along with hundreds of other volunteers, in helping to care for this marine mammal.

The whale (actually "pilot whales", *Globicephala macrorhynchus*, are a type of oceanic dolphin) picked a perfect beach to be stranded on. Number one, it was full of beachgoers who witnessed his stranding. And number two, the well-known Sea Aquarium/Dolphin Academy is located nearby, with its staff of trained marine mammal handlers. Luckily for the whale, when he arrived, late in the day, someone thought to notify the Dolphin Academy. It was not long before the Director of Dolphins and Programs at the Dolphin Academy, George Kieffer, was called.

He jumped in his Boston Whaler, along with other trainers, and rode the few miles to the beach to find the whale in obvious trouble. By now, bystanders were in the water, excited to get close to the mammal. The whale went back out to deep water, bothered by the activity. It was very early the next morning before the whale was back in shallow enough water so that George could assess its condition. George had spent almost the whole of the night in his boat to keep an eye out for the animal.

The ten-foot four-inch whale was emaciated, "a floating skeleton" says Kieffer. George estimates the whale had gone at least three to four weeks without eating. At the time the whale was found stranded his estimated weight was between 600 and 700 pounds.

A removable fence was brought from the Dolphin Academy so they could contain the whale and keep out curious onlookers. The whale was so weak he could not float on his own; at least four people were required to hold him on the surface to breathe. One of the trainers saw a mother playing on the beach, holding her child in the water with a "swim noodle", and said, "Ah-ha, we too need swim noodles!" The mother kindly donated hers. This helped them to hold the whale steady so they could begin assessment and treatment. A blood sample was taken from his fluke and sent for analysis to determine if the whale had any infections. They then began hydrating the whale by intubation. Not an easy task, considering the teeth on a whale!



Sully enjoying a rubdown. For updates on Sully's progress, visit the author's blog at www.examiner.com/x-25984-LA-Islands-Examiner

The first time intubating him was slow as his caretakers figured out how to keep his powerful jaw from clamping down on hands or equipment, but they finally got the tube to his stomach and gave him four litres of fresh water. The second time they went to intubate him, a few hours later, he immediately opened his mouth for them and began swallowing the tube so quickly they could barely keep up with him! Handlers said it was if he was helping them to save his life. They hand fed him every three to four hours for 48 straight hours. He was able to eat on his own on the third day.

Pilot whales are known to sometimes beach in mass numbers and other times singly or in small groups. Determining the cause of stranding can be very difficult; symptoms and pathology can be obscure, and two or more factors may be operating simultaneously. Most pilot whales do not survive once they strand.

This whale's recovery has been nearly miraculous. When he first arrived, he could only swim to his right. His caretakers were concerned he had neurological damage. Upon consultations, it was determined he had eye damage from which he recovered quickly.

→



He then developed a horrible infection in his fluke (his tail). After consulting with Dr. Tom Reidarson of Sea World San Diego, George cleaned the infected area and began administering antibiotics. They figured it was some sort of staph infection and were not terribly hopeful of a full recovery. But the young whale's infection began to clear. He was defying the odds yet again.

George began calling him "Sully" in honor of the US Airways pilot Chesley Sullenberger, who safely crash-landed a passenger plane on the Hudson River. He believes Sully is about three years old. Pilot whales can live to about 50 years of age or more. Sully's current girth indicates he may now weigh as much as 800 pounds. An adult male can reach up to 20 feet and weigh up to three tons. Adult females are a relatively svelte 1.5 tons.

The whale's caretakers are constantly searching for a pod of pilot whales to introduce Sully to. Many people and agencies have helped in the search for a pod — the Coast Guard by boat and helicopter, the Dutch Navy, local fishermen and fellow cruisers are all on the lookout.

The Southern Caribbean Cetacean Network (SCCN) is in charge of Sully's care. The attending local vet is Dr. Dolf van der Geissen, who provided his assistance and equipment. The non-profit SCCN was formed in April of this year to share research and information about the Caribbean whale population. To have a pilot whale strand certainly tested this young organization. They have done an incredible job and have this amazing opportunity to further our understanding of this mammal. Coincidentally, this month the SCCN is hosting a workshop of marine mammal experts from throughout the Caribbean to discuss the topic of Stranded Mammals and to develop a Dutch-island response program. The Eastern Caribbean Cetacean Network (ECCN) has been active for some time and has been helpful in sharing their knowledge. George Kieffer is the Director of the SCCN.

The SCCN has been able to obtain funding for a satellite-tracking device, which they hope to place on Sully shortly. They haven't installed it yet as they had to solve the problem of keeping it on his dorsal fin when he rubs against the floating docks that make up his enclosure. It would be the first opportunity to track a pilot whale.

George had been working with Sully to teach him to follow the boat in anticipation of the day a pod is found for Sully to join. Every morning around 7:00AM, George rides his boat to the beach with Sully's breakfast. A team of volunteers jumps in the water, brings up the anchor that holds part of the net in place, and swims the net and floating dock away to create an opening. George drives through and his team begins throwing herring in the water. Sully happily follows as they then enter open water. He gets to exercise and play at sea.

As strength, weight and stamina were returning to Sully, so was his energy. He was acting restless, almost bored. Toys like a ball, a surfboard and even a doormat offered some distraction. But one morning, he was acting extremely agitated. He began kicking and rolling himself up in the net that surrounds him. After three hours of this agitated behavior, he got himself completely caught in the net and balled up in a corner. George had to jump in the water and untangle him, otherwise he would have drowned. He thought it better to give Sully a chance in the wild than have him die in captivity. But this time, George led him far out to sea until they were in very deep water, about four to six miles off the coast. Land was no longer visible. He and his team said their goodbyes and good luck and then sped the boat back to land at full throttle. One of them said she could see Sully following the boat. They thought, "No way, we are speeding about 35 miles an hour!" After a few moments, sure enough they saw Sully. He was swimming after them as fast as he could. He was nearly flying, trying to stay up with the boat.

"It was if Sully was saying, 'I will do anything you want, just please do not leave me alone'," says Kieffer.

They are confident Sully will happily join a pod if one can be found. Even though we humans feel an amazing connection with mammals, whales are wild animals and wish to be with their own kind. But it meant Sully would be around a while longer.

And taking care of Sully is a 24-hour-a-day, seven-day-a-week, all volunteer effort. Hundreds of volunteers have logged thousands of hours in the care and feeding of Sully. Jan Bllurma on *S/Y Witte Raaf* was having lunch with his visiting sister at the Zanzibar restaurant on Jan Thiel beach when he saw the whale. He talked with one of the handlers and she told how volunteers had been caring for the whale for almost two months by that time. Jan thought perhaps some of the cruisers aboard the 80 or so boats in Spaanse Water (Spanish Water) would be willing to help. He knows how most of us enjoy nature and the sea. The next morning on the daily Cruisers' Net he asked for volunteers to help "babysit" Sully. More than 20 boats answered the call!



Jan Thiel Beach, where Sully stranded. The cabana on the dock is the volunteers' station, where human helpers watch over Sully 24 x 7

An hour's orientation training time was set up so that we could learn how to "babysit" a whale. Jan Thiel beach is a 30-minute walk from where we are all anchored. Most of us do not have cars. And care is required around the clock. But we answered the call. More than 32 volunteers have gone through the training and been logging the hours. Day and night! And Jan and his wife, Jaunneke Backer, keep the cruisers' schedule, cajole us to sign up for more hours and remind us how important it is to help Sully.

The morning shift is great; shortly after we watch the sunrise, we can watch Sully go for his exercise, following George in the boat. Then he has breakfast and then he likes a rubdown! One morning, he got us to rub him for almost 40 minutes, all the time making his distinctive "klick, klick" sounds, like other dolphins. And I swear it sounds like he makes happy sounds! Afternoons are fun as well. There are lots of beachgoers curious about Sully, so we get to talk with a lot of people and share our concerns for Sully's future.

But it is magical to spend a night out on a quiet beach with a whale. Once the tourists and partygoers have gone home, once the music stops and the restaurants close, the beach is all yours — just you and the whale. Sully breathes through his blowhole and when he is in sleeping mode he tends to stay on the surface for about one minute then blow out his hole and descend for about 30 seconds or so. When he surfaces, he blows out his hole again. It becomes a soothing rhythm of breath, the only sound we hear in the night. Stars twinkle overhead.

We hope a pod can be found soon for Sully to join. But we treasure the time with him. We respect the amazing efforts of George and the staff at Sea Aquarium/Dolphin Academy and SCCN who have saved his life and continue to work tirelessly in their off hours to keep him safe. We salute the islanders who have volunteered for so long to look after Sully. And we are proud to be among the cruisers who answered the call for help.

Sometimes it overwhelms us what a privilege it is to be cruising the Caribbean and having these amazing encounters, with people and with nature.

To learn more about Sully or make a donation, please go to www.SCCNetwork.org.

Maggie Dobbins is cruising the Caribbean aboard S/V Island Time.



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CRUISER PROFILES BY JOHN ROWLAND

MEET BRUCE ON MOLASSES

S/V Molasses is a Pearson 34 single-handed by Bruce. The boat's name was established by the previous owner, prior to Bruce purchasing the boat in 2004.

As a single-hander, Bruce is the navigator, engineer, galley slave, ship's carpenter and captain (among other things).

After working in sales and venture capital banking for some time, Bruce decided to make his living on the "swap market" circuit. For ten years he cruised the US in his motor home, buying and selling various items at the markets all over the country. The experience allowed him to see the US in ways few of us have been privileged to see it.



Above: Classic plastic. The 1908s-vintage, William Shaw-designed Pearson 34 is a wholesome, well-built sailboat

Below: Bruce swapped the motor home subculture for the cruiser lifestyle



He especially enjoyed the American West and interacting with the native populations.

In recent years the swap market segment of the economy has contracted, like every other sector. Bruce has sailed since he was a boy, learning to sail in small boats on Long Island Sound in New York. As the activity in the swap markets declined, he decided to trade one subculture for another and go cruising.

Bruce left Florida and sailed to the Bahamas in 2005. He spent five months in the Bahamas then moved on to Luperon in the Dominican Republic. While in Luperon, unfortunately, Bruce was gored in the leg by a bull while riding a motorbike down a country road. His recuperation kept him in Luperon well into 2006. After the Dominican Republic, Bruce moved on to Puerto Rico, then St. Thomas and on to St. Martin by August 2006. Bruce island hopped to Grenada later in 2006. He sailed to Trinidad and Tobago in 2007, waiting out named storms Dean and Felix in Trinidad. He has now been in Grenada for about a year, and says that Grenada is his favorite island.

Bruce enjoys the cruising life but if the swap markets were to make a comeback he would be back on the concrete ribbons of highway, going from one market to the next. Bruce is an example of the strong-willed, independent personality embroidered into the make-up of most cruisers, particularly single-handers.

When on passage, shocking events always happen in the blackness of night. I never know when or if they are coming; I can't look out for them. Off-watch, white saucer-eyes bulge from my face whenever I imagine all the bizarre happenings that are possible. I stare up at the cabin overhead, unable to slam shut my eyelids. My imagination goes beyond out-of-control. Relax, I say to myself, knowing my watch is in just two hours. Nothing will happen! GO TO SLEEP! But then — something does happen.

After sailing 100,000 nautical miles, I don't believe "won't happen". Today, I believe in truth. It has definitely set me free.

NIGHT SHOCK



by Tina Dreffin



Tina says, 'If you can't beat 'em, eat 'em!'

My first incident with night shock came on a moonless night. Heavy cloud cover obliterated the stars, creating a black void of sea and sky. My husband, Peter, and I were sailing south from the big island of Dominica to St. Lucia onboard *Antilles*, the 46-foot Sparkman & Stevens wooden ketch that we owned many years ago.

While sailing in the wind shadow of Dominica, my night watch was magical. Lights winked at me from the coastline and the rich aroma of woodsmoke rode the light sea breeze. When Peter assumed the helm for his watch, he gave me a passing kiss. We always do that, just in case it's our last chance. Living on a boat for 20 years makes you do that — appreciate every day as if it's your last. His watch would grow more remarkable in the Dominica Channel, where unbridled seas roll in from western Africa, currents whirl, and breezes become blustery. I was happy to hand the wheel over, eagerly awaiting the comfort of my Concordia berth in the main salon.

Clambering into my sea berth, it grew hot and sticky, making it difficult to sleep. On this sultry, summer night, I cranked open my porthole — against Peter's dire warnings. The sea breeze felt refreshing on my face. We were on a port tack, so I considered the port to be high enough that no spray would enter. How very wrong I was.

It came in the middle of my dream, just at the good part: a cool rhythm of a calypso beat on a full moon, my love… *Bam!* Something heavy smacked into my chest, taking my breath away and drawing me full awake. Confused, I thrust out my arms to shield my face against unseen blows. The blows came in repetitive rhythm. To block them, I thrust my forearms up, then blew a block, and got it full in the face. What the…!

A foul odor replaced the sweet sea breeze. The thing on my chest flopped, writhed, and wriggled up and down my torso in a frenetic dance for its life. I shrieked a howl of terror, and jumped out of the berth.

To answer my pleas for help, Peter rapidly engaged the autopilot, and then charged down the companionway, taking several stairs at a time, and missing most. Clawing at the light, he feared the worst, but when it cast a beam on me, he let out a raucous laugh. I gazed down to see great silvery scales the size of nickels clinging to my skin. Atop my berth somersaulted a colossal flying fish, fighting for its life. Peter engulfed the magnificent sea creature into his strong arms, and then shoved the foot-long writhing mass back into the sea through the wide-open porthole, securing it shut.

"Dancing with fate a little too close, my dear?" he chuckled with a twinkle in his eye. That's what I love about my husband — he never loses his cool.

On my dogwatch, 15 years later, when passage-making from Grenada to Puerto Rico, our son, Adam, bounded into the cockpit of our St. Francis 44 catamaran, *Scud*, howling with despair. "I've been attacked by a fish! AARGGH!"

Recognizing the agony of NIGHT SHOCK, I released a litany of uncontrolled guffaws, recalling my first time. "It came at me through the hatch!" he wailed. Clasping the monster by its tail, he gave a roll of the shoulder to pitch it into the sea, but I quickly grabbed it away from him. "It's mine!" I implored. I'd made peace with the flying fish. It was my favorite morning entrée now — a real sailor's delicacy!

At daybreak, over a breakfast of scrambled eggs and catch-of-the-day, family conversation was lively. According to my reference material, the *Exocoetus volitans* is the most common species of flying fish. Pursued by hungry predators — like the bluefish or albacore — flying fish swim rapidly and close to the surface, launch themselves into the air with a fierce whip of the tail and then glide. Streamlined, elongated pectoral fins, which appear like wings, give them the lift they need to soar. They can glide as far as 200 yards, and lift above the surface to a maximum of 36 feet. Flying fish in California have been measured as long as 18 inches!

The flying fish is considered a coveted delicacy in Caribbean waters. Barbados was historically nicknamed "land of the flying fish" when flying fish were abundant around the island, feeding on the plankton-rich waters sweeping up from the Orinoco River in Venezuela. Today, the flying fish regularly migrate to Tobago, and have become a culinary favorite there, too. In Barbados, the national dish is known as Cou-Cou and Flying Fish.

The term *Exocoetidae* comes from the Greek, meaning "sleeping under the stars", and refers to the flying fish being stranded on boats.

Now when I hit the pillow off-watch at night, I'm donning full battle gear of helmet and an armored chest plate, and the most critical piece of equipment — a net!

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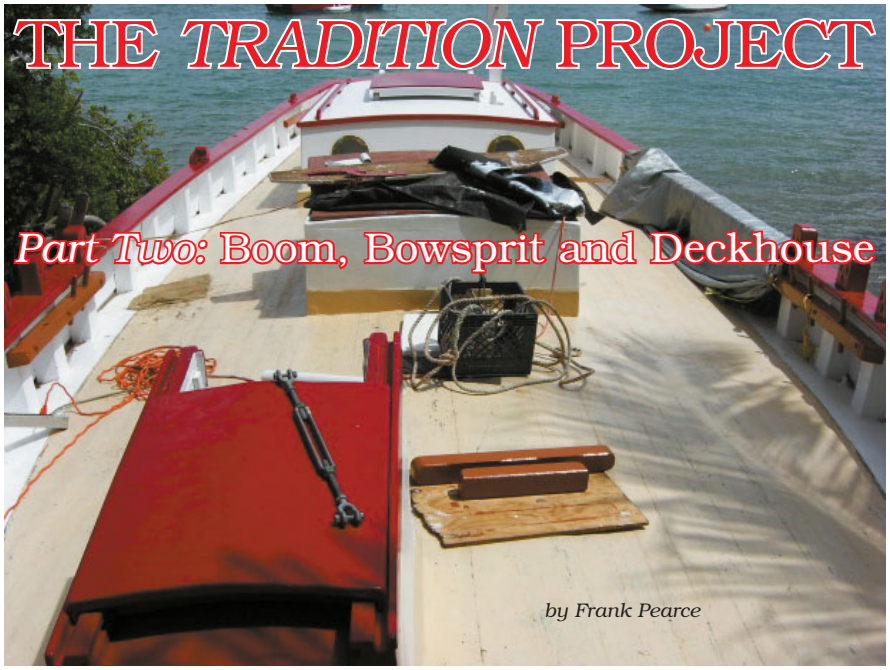
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THE *TRADITION* PROJECT

Part Two: Boom, Bowsprit and Deckhouse



by Frank Pearce

Here, the new low-profile deckhouse is in place, the decks have been caulked and the 30-year-old Carriacou sloop is ready to be rigged

During a visit to Carriacou in April 2008 I saw, hauled onto the land, a large red Carriacou sloop hull. I was struck by her beautiful lines, and after a few weeks' dithering I agreed to buy her. She was named Tradition. *I had a vision of her, rigged as she had been when built some 30 years before. Thus began a restoration project with the shipwrights of Windward, Carriacou.*

In last month's Compass *I described removing the big deckhouse and designing a smaller coach roof, fitting new aft deck beams, and traveling to Grenada to buy a telephone pole to make into a mast.*

Carl and Chris Enoe, sons of the boatbuilder Alwyn Enoe, started fashioning a mast out of the telephone pole. Using an older mast as a pattern, they produced a nicely tapered mast with octagonal section from the foot to deck level. The original pole had been 55 feet long but on the spur of the moment I asked Gordon Patrice, another Carriacou shipwright who was working on the project, to cut off three feet. We had been concerned about the weight of the mast, but I regretted having done it as soon as the cut was made.

Most of the recently built Carriacou sloops have aluminium masts and stainless rigging, or wooden masts with stainless mast bands with the rigging shackled onto it. My wanting to put the boat back to original meant that I needed the rigging to be done in the traditional way. This involved endless discussions with everyone who passed by and consulting books like Douglas Pyle's *Clean Sweet Wind*. Do the spreaders go on the front of the mast or the back? Normal practice in Europe would be to have them on the front, but all the evidence is that the local sloops with wooden masts put them on the back of the mast, so that's the way it would be.

Gordon and Fitzroy McLaren thinned down a larger spar that I had been able to buy and made a gaff. Carl and Chris Enoe built the spreader and hounds assembly, which will eventually take the soft eye rigging. They did lovely work; they have been well trained by their father. The spreaders would not be out of place on a posh yacht.

In Tyrell Bay is a trimaran that has been decked over and carries a large floating workshop where Dominique Weber, a charming French guy, has had his workplace for years. He welds and fabricates in stainless and aluminium. Apprenticed aboard, and later bo'sun of, the French Navy schooner *La Belle Poule*, he knew exactly what I was about with this project, and enthused about deadeyes and lanyards, and jackyard topsails and so on, a fund of experience. He made a mast cap to take the upper shrouds and a boom end fitting. Unfortunately they had to be in stainless, but we just left them unpolished and painted them black to resemble iron.

The decks were caulked and seams filled with pitch and scraped off. We were ready for painting if the rain ever stopped. This was not the time of year to be doing this work down in the southern Caribbean. I agreed with Norman Roberts, from whom I'd bought the boat, that once the deckhouse was completed and the spars made, we would then halt work until the end of hurricane season.

The modified rudder had been delivered and fitted. Cleandro, a Venezuelan, did the steel work; he did a great job, especially in fabricating the new fitting to take the tiller.

I finalized the drawings and specifications for the fuel tanks. These were to be made in Trinidad by Rotoplastics Trinidad Ltd., out of a welded "plastic". Not cheap, but the alternatives of flexible tanks or welded steel or aluminium were also expensive. I planned to fit two 200-gallon tanks in view of the anticipated large engine. I was careful to ensure that they had internal baffles, a drain-off for condensation, and provision for return line and breathers, and that the outlet would be above the bottom of the tank.

—Continued on next page



The mahoe tree in Grenada's forest that was chosen to become Tradition's *new boom*

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—*Continued from previous page*

The interior of *Tradition* had been lined with rough planking in anticipation of using her for cargo work. Some of this had old evidence of borers (teredo worms). When I removed the poor planks I found that some of the topside planking on the inside of the hull had not been painted and appeared to be new. Asking Fitz and Gordon how much topside planking had been replaced in the rebuild that had been underway when I bought the boat, I was told that the entire topsides and most of



'The spreaders would not be out of place on a posh yacht'

the bottom had been replanked. Not only that, but there were new deck beams throughout, and the stem and stern timbers had been replaced and the hull refastened — she was virtually a new boat. Nice surprise!

I returned to Grenada to obtain parts that are not readily available in Carriacou: bilge pumps, plumbing, fastenings and fittings. I ordered a new mainsail from Turbulence Sails, having had long discussions with sailmaker Richard Szyjan about how it should be finished. The angle of the gaff to the mast and height of the end of the boom above deck had to be decided. I only had a couple of old photos of *Tradition* with her original rig to go by and scaled my measurements from these. I bought some baulks of really nice purpleheart wood for samson posts and spreaders.

Then I went up into Grenada's hills with a young man from the Forestry Department and selected two mahoe trees (*Talipariti elatum*) to be the 33-foot boom and the 18-foot bowsprit. I hoped they would be as straight as they looked from the ground.

The mahoe trees from Grenada did not arrive on the cargo vessel *Amelia*, as hoped, which surprised me a bit as I had been told that they were loaded. Could two 36-foot tree trunks be lost in transit? I phoned Buly on the *Adelaide B*, who had brought the mast up from Grenada, to see if he could find and ship the trees over. "I got them on the deck!" he said. How ever did they get on the wrong boat? Anyway they had arrived in Petite Martinique, so Fitz and a couple of guys went over in his boat and towed the tree trunks back to Windward, where they hauled them onto the beach. They were only straight-ish but well over size, so I hoped that Carl could get reasonably straight spars out of them. The main boom would be about 32 feet long and the longest tree was 35 feet.

Carl and Chris worked on the bowsprit and boom. The bowsprit had a small bend in it, which was acceptable and added a bit of character. The tree for the boom, however, was impossible to work with. Every time Carl took a slice off one side, it would bend the other way and ended up, despite his efforts, unacceptably bent. A lesson learnt here: not to rush things and use such green wood.

Surprisingly, I found an old mast lying on the ground behind the small (bankrupt) bank in Windward. It was a nice bit of timber, 35 feet long. How it had escaped my attention before I didn't know. Anyway, the owner agreed to sell it. It also was mahoe, but had dried nicely over the years. Carl and Chris went to his yard with a chainsaw and squared it up, then trucked it back to the boatyard and set about rounding it to the smaller dimension required.

Carl, Chris and I then drove up to the north of the island, then walked through the most delightful bit of meadowland, through a small cemetery mainly occupied by past Fleary family members and onto the beach, where there are still trees that were blown over by Hurricane Ivan in 2004. Carl selected a dead and grey-looking trunk about 12 inches in diameter with a fork in it and cut out a length for the proposed boom jaws. It had rot in the core of the trunk, so had to be abandoned, but otherwise the wood, known here as grapewood, was wonderful. A second windfall tree was selected and a section was cut out with a chainsaw



Melting pitch for the decks

and reduced in size so it could be carried back to the truck. The two guys carried this impressively heavy baulk of wood, me behind with the chainsaw and panting up the steep, steep slope. Next day, the timber was formed into two boom jaws and work carried on fairing the boom.

The gaff jaws were another matter. We knew what the angle of the gaff should be from the sail design, but every day we had visits from the "experts" from the rum shop. Everyone had a different opinion. After two sets of gaff jaws we made yet another trip to the beach for grapewood bends and the final set was fashioned. Bolted onto the new gaff they were great: just crude enough to be the "real t'ing" but strong and shapely.

Meanwhile Bernard had the deckhouse nearly complete, and had made up a companionway ladder using old mahogany treads, so looked like it had always been there. I drew up plans for the interior, galley lockers, etcetera, and found some nice brass scuttles (portholes) to fit on the front of the deckhouse. Verrill finished the aft lazarette hatch.

We were still having lengthy discussions about the means of fitting the bowsprit. As *Tradition* had never had a bowsprit before, it was not a question of duplicating the original. On early English working boats, such as Colchester smacks, the bowsprit was fitted to one side of the stem post. The few Carriacou boats that have bowsprits either cut down the stem post and fit them in the centre, or place them on top of the breast hook held down by a strap. The advantages of taking the bowsprit out to the side of the stem post are that it does not weaken the stem and the sprit can be slid



The rigging team at work

back on board if going into a crowded dock. A new purpleheart samson post was fitted and looks much better. Setting the sprit to the side of the stem and between the new samson post and a second smaller post looked right.

It became general knowledge at Windward that I was a willing buyer of old blocks and fittings. Tubs of wooden blocks that had been squirreled away for years in sheds and under houses came to light and were offered to me. I needed a lot of blocks to complete the rig as I really hoped to have wooden blocks throughout. I bought those that were useable or repairable and spent a satisfying few days sanding and painting these. I applied another coat of linseed oil and varnish on the main mast, which looks lovely but is worryingly heavy.

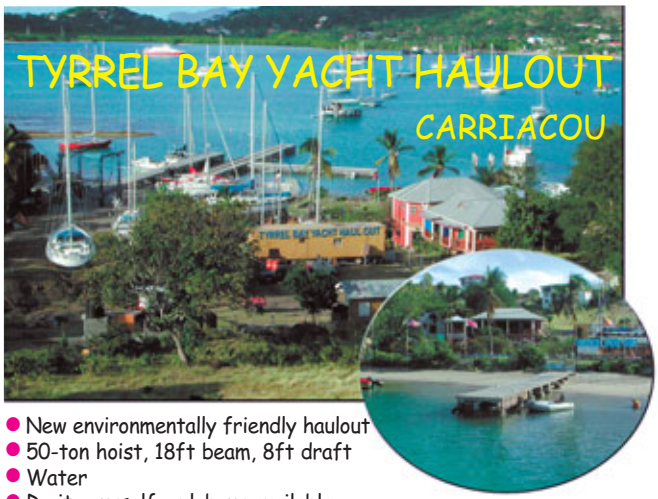
With the various weather reports indicating increased activity coming off the African coast, I decided to visit Antigua and England for a break. When I returned after hurricane season, I could launch *Tradition*, step the mast and have the more enjoyable task of setting up the rig while she is afloat.

Next month, Part Three: Launching, Rigging and — at Last! — Sailing

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PRODUCT POSTINGS



VHF of the Year 2009

Packing the most impressive features into a submersible handheld VHF radio, Cobra Marine, a division of Cobra Electronics, offers its MR HH325 V EU. The unit was selected as a *Practical Sailor* magazine 2009 Gear of the Year Editor's Choice Product.

Noted for many advanced features, such as a signal-strength meter and battery saver mode, the MR HH325 VP EU and other top products chosen by the publication represent outstanding quality and value. The signal strength meter displays the power of the transmitted or received signal, while the battery saver mode conserves power when the radio is in standby.

Unlike some of the other VHF radios tested, Cobra's MR HH325 VP is submersible to JIS7 standards. With selectable power output of one, three or five watts, the unit also allows both short- and long-term operation.

Practical Sailor (www.practical-sailor.com) was also impressed with the MR HH325 VP EU's large, illuminated LCD display, which is up to 60 percent bigger than the competition. The handheld's function keys are illuminated for greater visibility. With the push of a button, owners can lock the function keys to eliminate accidental settings changes.

For more information visit www.cobra.com.

Emergency VHF Antenna

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A convenient 22.9 cm waterproof metal tube protects this compact VHF antenna while in storage. Boat owners simply pre-install an included mounting clip on deck. If the emergency VHF antenna is called to service, the tube slides securely into the clip, then the antenna mounts to it. Once fully assembled, this VHF antenna is 40.6 cm long.

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Velcro hook fasteners on the inside of the guards grip the line securely without additional strings or ties. The outside cover is made of marine-grade nylon for years of use. The Removable Chafe Guards from Davis are sold in pairs.

For more information visit www.davisnet.com.

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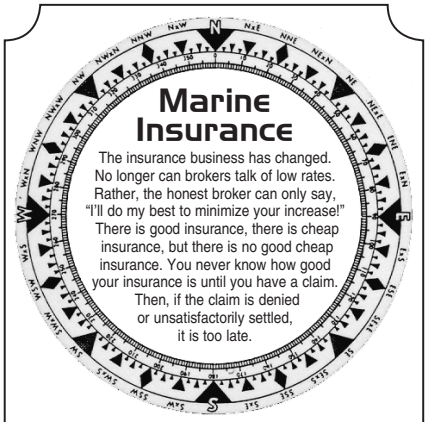
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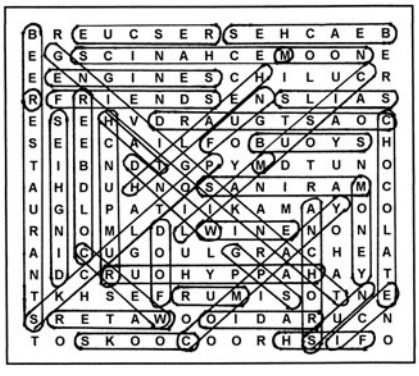
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EFAN GETS TO FLY

by Lee Kessell

Efan was a city boy. He lived in the backblocks of one of the big Caribbean towns where boys armed with knives belong to gangs. His mother, Miss Lopa, had lived on Eagle Street long before the gangs took over. Miss Lopa had used all her savings to purchase her little cottage: she couldn't afford to live somewhere else. Miss Lopa made sure that 12-year-old Efan went to school and learned The Queen's English.

In such a neighbourhood, the only other boy Miss Lopa approved of was Steve, the 16-year-old son of her friend and neighbour, Miss Delarosa. Now, common-law partnerships are an accepted way of life in the Caribbean and Steve's late father had been the common-law husband of Miss Delarosa. His little house had passed on to her after a speeding driver killed him. As Miss Delarosa had no rent to pay, she was able to save some of her earnings as a seamstress.

So, when Steve said that he wanted to be an airplane pilot she agreed to send him to Captain Sinclair's Flying School. Steve sat in the classroom and learned aerodynamic theory and weather patterns and then he was ready for the practical requirements of flying.


JANE GIBB

Steve had just had his first lesson in the air and he was over the moon with enthusiasm. He went to tell his young friend Efan.

"Efan, boy, I felt like Birdman! I can't wait for my second lesson."

"Steve, I wish my mother could send me to flying school."

"Nar. You have to be sixteen to get a provisional license."

"Oh." Efan's face fell with his spirits. "Anyway, my mum can't afford it."

That night Efan told his mother about Steve's flight and how Steve felt like Birdman. Miss Lopa just pulled a hard face and said: "It's no good wanting to be like Steve. Life is hard for us, so just be thankful for a roof over your head and food on your plate."

Then, disaster! The day before his second flight, as he was on his way home, a gang of vagabond boys knifed Steve in the arm. He was taken to the hospital. Luckily it was not a serious wound and after his arm was stitched and dressed he was sent home. Efan hurried next door to see his friend. Steve was sitting on the verandah, looking glum.

"I was really looking forward to tomorrow." Then he added, "And the flight is already paid for."

Efan was sorry for Steve so he tried to comfort him by saying, "Could be worse; they could have knifed you in the belly."

Steve frowned as he imagined himself with his guts squeezing out between his hands. The two boys sat in silence for a while then Steve said. "Why haven't I thought of it before? Efan, you can take my place tomorrow!"

"Do you think I could?"

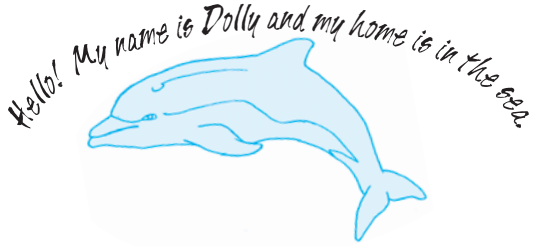
"Sure. Get me a pen and paper and I'll write a note for you."

When Efan turned up to take Steve's place, Captain Sinclair was all set to send him away. He saw that the boy was too young for flying lessons. But Efan's face was so eager that Captain Sinclair decided to take him for a joy ride. He helped Efan into the cockpit, made sure he was strapped into the co-pilot's seat and gave him a pair of sunglasses to wear. He explained how the plane operated, then he radioed the tower and was given permission to take off.

Efan took to flying like a bird on the wing. He saw the fine-weather clouds above him and endless blue above that. Then he looked down upon the sunny Caribbean earth and imagined he had the sharp eyes of a chicken hawk. It was fun to pretend that he saw amongst the coconut palms and fruiting banana trees the green lizards scurrying for cover in the long grass. The noisy, dirty and sometime dangerous streets of his neighborhood looked fine from the air. When the flight was over, Efan thanked Captain Sinclair who smiled and said: "Young man, whenever you're ready for lessons come and see me."

Efan hurried home through narrow, crowded Eagle Street and barged into Steve's little house as if he had been to the moon and back. "Steve, I'm getting a Saturday job down at the supermarket and I'm going to save every dollar until I have enough to take flying lessons. I don't care how long it takes and I don't care what my mum says, but I'm going to be a pilot!"

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

You know now that coral reefs are built up by little animals called polyps which look like miniature sea anemones. But do you remember how they get their food? The polyps' waving tentacles catch tiny plankton which floats on ocean currents over the reefs. However, the polyps don't get enough plankton to give them enough energy to live and grow, so what else do they do?

Polyps live in a symbiotic relationship with algae called zooxanthellae. This means the zooxanthellae and the polyps have a relationship which is of benefit to both algae and polyp. Like plants, the algae can photosynthesize using energy from the sun to produce sugars which the polyps can use. The polyps produce carbon dioxide as a waste product of respiration and the algae can use this for photosynthesis. The algae also eat up other waste material produced by the polyps, keeping their house clean!

Now, what happens if some outside event interferes with this relationship between the polyps and the algae? Coral grows in water within a narrow range of temperature. If the temperature goes above 30 degrees Celsius for any length of time, then visible changes may be seen on the reef. Scientists believe that the zooxanthellae react to the warmer water by producing toxic compounds. When the coral sense these, they throw the algae out. It is the algae that give the coral reefs their beautiful colours so, when they are ejected, they leave the reef without colour. This is known as "bleaching". If the bleaching continues for a week or more then the coral will die.

What causes the temperature of sea water to rise? Global warming is one factor. Carbon dioxide gas is given off by people, cars, factories, power stations, etc, and remains in the Earth's atmosphere where it traps heat. There are natural causes too. For example, the Pacific warm water current, El Niño, which occurs once every two to nine years, can cause massive bleaching.

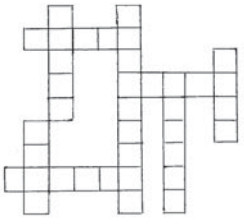
Large-scale coral bleaching was first studied 20-odd years ago. The most significant worldwide mass bleaching occurred during the El Niño of 1997 - 1998 and killed around 20 percent of the world's coral reefs.

Coral reefs take many years to recover from bleaching events. Is there anything that can be done to help? Experiments are being done to find the best materials for artificial reefs on which new corals can grow. And, of course, everyone needs to be more aware of global warming and we must try to reduce our own carbon emissions whenever we can.

WORD PUZZLE

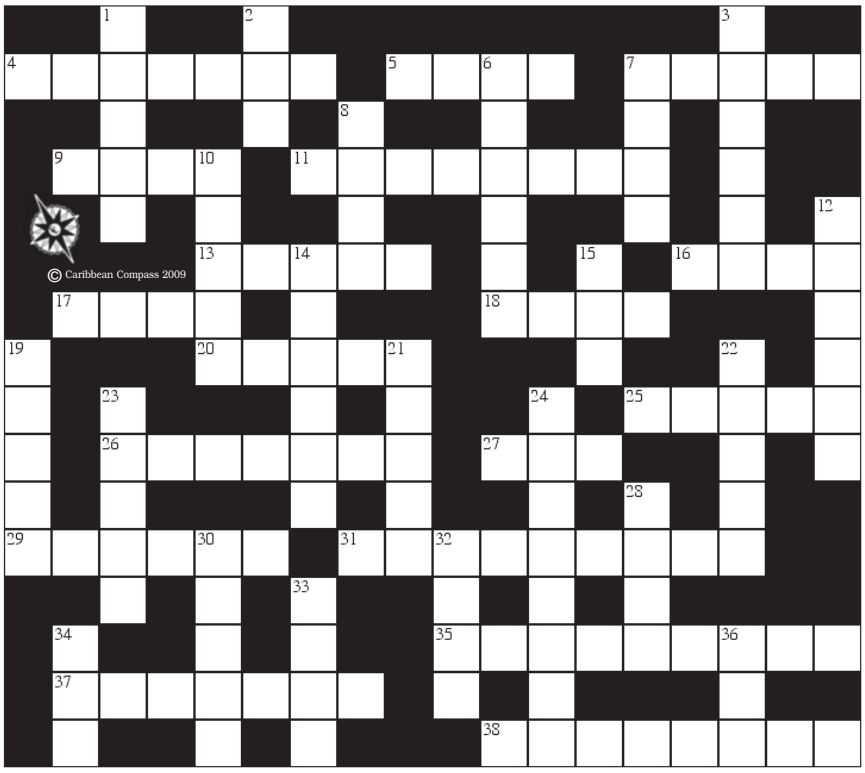
Fit the given words into the puzzle.

ALGAE
BLEACHING
CARBON
CORAL
HEAT
POLYP
REEF



ELAINE OLLIVIERRE 2009 ©

Compass Cruising Crossword



'CHARTS'

ACROSS

4) Direction of an object expressed in 3 Downs
5) _____ 29 Across: sheltered port
7) The magnetic _____of the 19 Down causes the compass needle to swing
9) Usually toward the left edge of a 23 Down
11) 16 Acrosses that go around the 22 Down parallel to the 37 Across show this
13) The number of 7 Down deep the 1 Down is
16) 3 Down of 31 Across at Greenwich, England
17) This can be one of position, of battle or of sight
18) A nautical ____ is 1.15077945 statute ones
20) Usually toward the bottom edge of a 23 Down
25) Points at the surface of the 22 Down penetrated by the line of axis
26) Sail-raising rope
27) A 23 Down is a nautical ___
29) Protected body of water deep enough to provide anchorage for ships (American spelling)
31) Lines connecting the 25 Across
35) 23 Downs are 21 Down-_____ 27 Acrosses
37) The waist of the 22 Down
38) Our common type of 27 Acrosses were designed in 1556 by cartographer Gerard _____

DOWN

1) Usually blue on a 23 Down
2) Number of minutes of 11 Across in a nautical 18 Across
3) Sixty nautical 18 Acrosses equal one _____ of 11 Across
6) "Full _____ five thy father lies..."
7) There are six ____ in a 6 Down
8) Usually toward the right edge of a 23 Down
10) 1 Down movements caused by the moon
12) 33 Down this on your 23 Down
14) Multiple
15) Aged
19) The planet we live on
21) Prefix pertaining to 1 Down
22) Three-dimensional representation of the 19 Down
23) A _____ is to the 1 Down what a 27 Across is to the land
24) 23 Downs are used to _____ the 19 Down's 1 Down-ways
28) Leave port: ____ off
30) The Atlantic is one
32) The trip is cancelled; it's a __ __ (2 words)
33) To lay down a vessel's position on a 23 Down
34) The Caribbean is one
36) The ship's ___ likes to lie on the 23 Down whenever you are trying to use it!

Crossword Solution on page 33

SAILORS HAVE MANY THINGS TO BE THANKFUL FOR; FIND SOME IN THIS WORD PUZZLE BY PAULINE DOLINSKI.

A thankful heart is not only the greatest virtue, but the parent of all other virtues.
— *Cicero*

CRUISERS ARE THANKFUL FOR PUZZLES

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

ANCHORS
BEACHES
BEER
BUOYS
CHOCOLATE
COAST GUARD
COLD BEER
COMPANY
COOKS
CREW
DINGHIES
ENGINES
FISH
FOOD
FRIENDS
FUN
GPS
HAPPY HOUR
HAT
HEALTH
ICE
MAIL
MARINAS
MECHANICS
MONEY
MOON
MUSIC
POTLUCKS
RADIO
RESCUE
RESTAURANTS
RUM
RUM PUNCH
SAILS
SUN
THANKSGIVING
WATER
WIND
WINE

Word Search Puzzle solution on page 30



NOVEMBER 2009

♈ ARIES (21 Mar - 20 Apr)
Your spell of romantic squalls is almost over as Venus moves into Scorpio to make everyone's love life a ride through long ocean swells. Business concerns will take your mind off the receding sails of romance.

♉ TAURUS (21 Apr - 21 May)
Possible arguments, misunderstandings and hurt feelings among crewmembers or cruising buddies will make you look forward to cutting loose this month.

♊ GEMINI (22 May - 21 Jun)
You will notice some freshening breezes in your business sails during the first week. Be careful not to ignore your love life, though — your inamorata could just up anchor and sail away.

CANCER ♋ (22 Jun - 23 Jul)
Creative ideas for boat projects will be flowing and sailorly romance will be a pleasant distraction after the 8th to make your life an interesting one this month.

♌ LEO (24 Jul - 23 Aug)
Progress in your cruising creativity may be impeded by romance and crew problems. A new crewmember or anchorage neighbor could stir things up.

♍ VIRGO (24 Aug - 23 Sep)
This is an aspect-free month for you, with nothing major happening. Hoist the hammock and rest up!

♎ LIBRA (24 Sep - 23 Oct)
As romance sails over the horizon, Saturn, the planet that rules business, is entering your sign and will dawdle there for more than a year. Balance the ship's books and review areas where energy, time and money are being wasted.

♏ SCORPIO (24 Oct - 22 Nov)
This will be a month of tropical romance. All systems are go, with little distraction. Seas look calm with clear, sunny skies.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Don't let shoreside irritations distract you from the warm breezes of creative inspiration wafting aboard your boat this November.

♑ CAPRICORN (22 Dec - 20 Jan)
Business may drag anchor during the first few days of the month, but the rest of it will be carefree.

♒ AQUARIUS (21 Jan - 19 Feb)
Aspects point to winds being fluky all month, especially in the third week. During the first two weeks creative and romantic areas of your life will be affected. No one will understand what you're trying to say. Hide out on board and read a good book.

♓ PISCES (20 Feb - 20 Mar)
Give in to your creative urges and you'll have a very productive first three weeks on board. Romance sails into the middle of it all to round out a busy month.

Crossword Solution

ACROSS
4) BEARING
5) SAFE
7) FIELD
9) WEST
11) LATITUDE
13) DEPTH
16) ZERO
17) LINE
18) MILE
20) SOUTH
25) POLES
26) HALYARD
27) MAP
29) HARBOR
31) LONGITUDE
35) GRAPHICAL
37) EQUATOR
38) MERCATOR

DOWN
1) WATER
2) ONE
3) DEGREE
6) FATHOM
7) FEET
8) EAST
10) TIDES
12) COURSE
14) PLURAL
15) OLD
19) EARTH
21) HYDRO
22) GLOBE
23) CHART
24) NAVIGATE
28) PUSH
30) OCEAN
32) NO GO
33) PLOT
34) SEA
36) CAT

Island Poets



THE ONE That Got Away

We threw out a line on the way to Bequia,
In the hope of a fish that might strike,
In this calm, gentle sea, rippling, blue as can be,
With a zephyr of breeze, cool and light.

Does it ever! Oh no! When the line starts to go,
It is normally when the crew's cowering,
To shelter from gusts or the strength of the thrusts
Of the waves that are awesome and towering!

But not on this day on the way to Bequia
Sun was shining and things hunky-dory,
When out went the line, we were ready this time,
This was surely a different story!

With the rod in his belt, Michael suddenly felt
That he had something special this time,
"Come and see! Come and see! And it turns out to be,
A Dorade, fighting hard on the line!

This beautiful fish makes a delicious dish
We saw silver and blue clear in sight,
Excited and glad, still I felt kind of sad,
To extinguish such life wasn't right!

It struggled and fought for it seemed to be caught
By just skin, so there wasn't much in it,
We readied the net, and we worked hard to get
It on board, but then at the last minute…

The fish broke away to fight some other day,
And perhaps it will learn to take care,
To avoid squid of plastic, though they look fantastic,
But for fish only lead to despair!

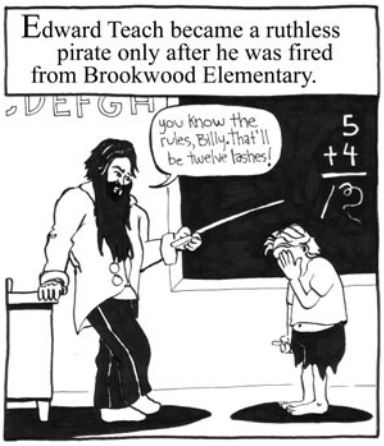
So then Dolphin, endure, and avoid all the lures
That will turn all your silver to gold,
For your death brings the change, men will strive to arrange,
So to feast on your flesh, truth be told!

— Nan Hatch

parlumps marooned



FACT-OIDS



The Sky in November

by Scott Welty

The Planets in November 2009

MERCURY - No chance of a sighting! Mercury is too near the sun all month.

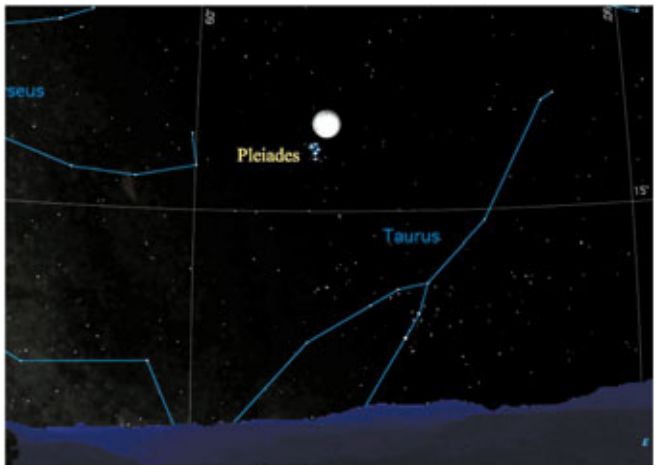
VENUS - Only chance to view Venus is early in the month when it rises just before the sun. After that Venus moves toward the sun so... wait till next month!

EARTH - In the shop for its 3,000,000,000,000,000,000,000,000-mile check-up.

MARS - Rising around midnight early in the month and then at about 10:30PM late in the month. Mars starts the month in Cancer and moves toward Leo.

JUPITER - Yep, that bright star you see in the west is Jupiter. Setting just before midnight most of the month.

SATURN - Also not playing very nice. Rising about 4:00AM and setting in the daytime.



The Moon and the Pleiades on November 4th at 8:00PM. By 1:00AM the Moon will cover the Pleiades

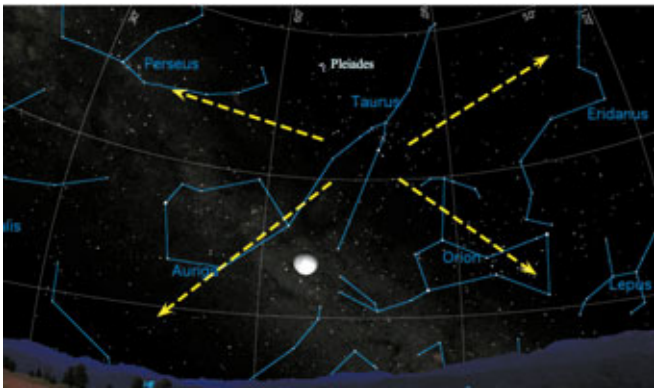
Sky Events This Month

November 2nd - Full Moon

November 3rd - Moon occults the Pleiades (see graphic #1). The moon rises around 7:00PM and will be just above the pretty star cluster, The Pleiades or Seven Sisters. By 11:00PM the moon will have moved far enough to the east to just about completely cover the cluster and by dawn will have moved to the other side of it. Enjoy!

November 5th - Peak of the Taurids meteor shower (see graphic #2). The Taurids is a special meteor shower as it features larger particles than most. Not as active as some of the more famous showers but what you get tends to be more spectacular. The meteors move more slowly in the sky and light up more brightly than the typical dust-size "shooting stars". Although this is the peak, you may do better on darker days a few days after the 5th before the moon rises.

November 8th - Moon rises right beside Mars AND the Beehive cluster!



Taurids Meteor Shower: looking east toward Taurus at 10:00PM on November 5th

November 16th - New Moon

November 17th - Leonids meteor shower peak. Another meteor shower, this one with a radiant in the constellation Leo. Leo rises around 2 in the morning, but that doesn't matter. This just means that you're liable to see meteors seeming to emanate from the eastern sky as Leo is below the horizon.

November 23rd - Moon riding right along with bright Jupiter just to the left.

To Contemplate While Having a Glass of Wine on Deck

This month, instead of looking at the stars why not look at the dark space between them? Is that space really empty? Probably not. If you look with your binoculars you see stars that are "not there" with the naked eye because the large opening of the binoculars gathers more light than your eyes do. So, more stars than you thought — but still there is dark space between these. With an even bigger opening (giant telescope) there would be stars in THESE dark spaces as well. And so on.

So, why is space between the stars dark? Okay, this seems like an easy one but assume that there are an infinite number of stars distributed evenly throughout the cosmos out to infinity. At greater distances the brightness of a star gets dimmer. It is reduced by one divided by the distance squared so that at twice as far away the light would be a quarter as bright and at three times farther away one ninth as bright, and so on. However, as you gather light from farther and farther away your field of view would include ever more stars, and this number goes up at the rate of the distance cubed! So, at twice as far away you'd have eight times more stars and at three times farther away 27 times and so on.

So what? So, if there were an infinite number of stars in an infinite universe the sky would be light all the time. Although illumination goes down with distance the sheer number of stars included goes up much faster and wins! In other words, there wouldn't be any dark space "between" the stars. It would be all white! Since the sky is NOT light at night there must not be an infinite number of stars nor an infinite universe.

This ancient proof of a finite universe is supported now by the overwhelming evidence of a finite universe that is about 13.7 billion years old beginning with the Big Bang. That means that nothing could be more than 13.7 billion light years away, since that's the farthest light could have traveled since the Big Bang.

Maybe another glass of wine is in order now!

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

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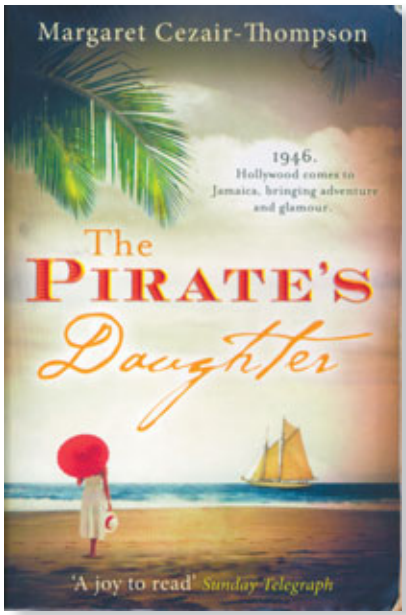
barebum@vincysurf.com *www.barefootyachts.com*

BOOK REVIEW BY BOB BERLINGHOF

Jamaica Stars in Transcendent Love Story

The Pirate's Daughter, *by Margaret Cezair-Thompson, Headline Publishing, © 2007, paperback, 499 pages, ISBN 978-0-7533-4359-1.*

Though the title of this novel suggests something ripe for a Lifetime Channel movie (for those without cable, that's a "women's channel"), the book itself transcends easy categorization. It tells the story of two courageous women, Ida Joseph and her daughter, May, and their relationship to Hollywood's Errol Flynn, a modern-day "pirate". However, the main character is really the island of Jamaica from 1946 to 1976, as the book lovingly chronicles its physical beauty, class tussles, social upheavals, and loss of innocence as it struggles towards political independence.



By using a non-fictional outsized character like Flynn, the author compels the reader to follow her story, and by portraying Flynn as a likeable bastard, she brings him to life. Flynn limps into port after his sailboat has been damaged in a hurricane, and he is beguiled by the island's beauty and the fact that few people recognize him. Ida's father, Eli, is a Lebanese taxi driver who befriends Flynn; he is also a notary public, which allows him to become Flynn's real estate agent after the film star decides he wants a house on Jamaica. Eli's common-law wife, Esme, is black, and Ida's singular looks inflame Flynn's imagination though she is just 13 when they meet. We know by the title where this is going.

Their brief forbidden love affair is exposed by Ida's pregnancy when she is 16, and daughter May is born, never to know the man who people said was her father, though she meets him on one memorable occasion when she is seven years old. After this Flynn drops out of the book entirely, but his best friend Karl, a mysterious Austrian baron, eventually replaces him in Ida's affections. Karl is a diver, globetrotter, treasure hunter, and artifact collector, but he is kind to Ida and offers her financial security. He is also a man with a secret past, which is finally revealed on his deathbed near the end of the book.

After being rejected by Flynn, Ida is impoverished and tries to start a new life in New York, though she must leave May in Jamaica. She spends three years there before she hooks up with Karl, who is smitten by her beauty, and the two marry so that Ida can reunite with May. (In a satisfying twist, it is revealed that Karl had an ulterior motive for their marriage as well.) The couple end up buying Flynn's house on Navy Island and May, like her mother Ida, spends the best part of her childhood there. Meanwhile, Jamaica is undergoing political and social upheaval; race relations are becoming strained as the black power movement and Michael Manley gain ascendancy, Bob Marley tops the charts, and poverty and crime hobble Kingston. Navy Island, however, offers a romantic oasis away from the mainland, and May's life is privileged and idyllic until one night their peace is shattered.

The Pirate's Daughter is memorable for its realistic look at race and class among Jamaicans. The dialect rings true for all classes, and the islanders' attitudes towards color, or shade, are accurately portrayed. Ida can pass for white but her mother feels ostracized at the club where Ida rides horses. Ida also feels the sting of being stigmatized because her parents never married; in fact, Eli never divorced his wife but was a loving husband figure to Esme for over 20 years until her death from cancer.

Rounding out a satisfying mix of colorful characters is Ida's Maroon grandmother, who is well versed in obeah and herbal cures, and who can see the future while talking in riddles. Father Reynold is a hard-drinking priest, and a good friend to Eli and Ida. There are the beautiful women who inhabit Flynn's bed, and their fashionable friends. Marilyn Monroe and Truman Capote have cameos at the memorable party when a drunken Flynn, for a prank, drove his car into his swimming pool. Finally, there is a character based on Ian Fleming, the James Bond author, who is called Nigel Fletcher. Fletcher has a home on Jamaica and is one of Flynn's best friends, but his friendship towards Ida and his love for May are unwavering, unlike the temporal affections of the mercurial movie star.

All of these ingredients when mixed thoroughly form a most agreeable stew, glamorous and sexy, but not prurient. Congratulations to Ms. Cezair-Thompson and I look forward to a sequel, then a prequel!

This book is available at on-line bookstores.





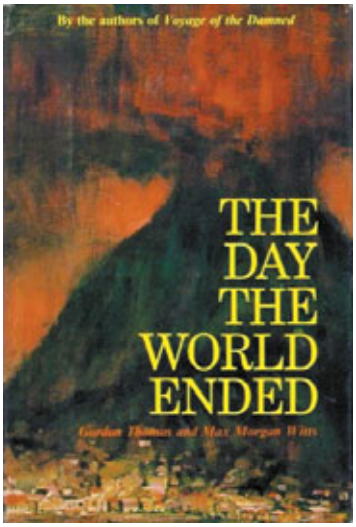








BOOK REVIEWS BY CHRIS DOYLE



REFLECTIONS ON MT. PELÉE'S 1902 VOLCANIC ERUPTION

Part Two: Disaster After Disaster

The Day the World Ended, *by Gordon Thomas and Max Morgan Witts, Scarborough House Publishers, 1991. 306 pages. ISBN 978-0812885101*
The Last Days of St. Pierre, *by Ernest Zebrowski, Rutgers University Press, 2002. 304 pages. ISBN 978-0813530413*

As you sail north out of St. Pierre today, a mile or two up the Martinique coast you'll pass a plant that is mining sand and gravel that was deposited by the volcanic eruptions of 1902. However, on the morning of May 5th, 1902 this was the site of a large, prosperous and well-maintained rum factory owned by Dr. Auguste Guerin. At the mouth of a river called Rivière Blanche, it was a big operation, employing more than 200 people.

As the volcano had begun to shower ashes on the area, Guerin had been trying to harvest what he could of the sugar crop before it was ruined. The rum factory was working flat out, but he was having problems. Hordes of insects had fled down the mountain and were hindering his operations, the river was flowing so fast spectators had come from town to watch, and he was worried about the volcano. He had booked a passage to send his family to France on the ship *Roraima* on May 9th. In addition, a friend's yacht, *Le Carbet*, was right offshore and he advised his son and daughter-in-law to be ready to leave on the yacht should anything happen.

Shortly after noon, Guerin heard a noise, looked up, and saw to his horror a giant avalanche roaring down the hill. In his words: "A black avalanche, beneath white smoke, an enormous mass more than ten meters high and 159 meters wide, full of huge boulders was coming down the mountain with a great din." Guerin, who was on higher ground, narrowly escaped, but his family, who ran for the coast, died. In his words: "Three of those black waves came down, making a noise like thunder, and made the sea retreat.... The desolation was indescribable. Where a prosperous factory — the work of a lifetime — had stood a moment before, there was now nothing left but an expanse of mud forming a black shroud for my son, his wife, and my workmen." (Later it was found that 159 people had died and it was estimated that the avalanche reached 120 feet high.)

At the same time this happened, and possibly caused by it, there was a tidal wave that swept into St. Pierre. Fernand Clerc, who saw it coming, estimated it to be "nearly 50 feet high and making the noise like the hissing of a million snakes." In *The Last Days of St. Pierre*, Zebrowski treats this lightly: "The damage to St. Pierre was minimal: one yacht sunk and some cargo on the docks lost", whereas in *The Day the World Ended* Thomas and Witts describe widespread panic, warehouses being ripped from their foundations and splintered, and quite a few deaths, including that of Emile le Cure, the manager of a major bank, and two of his clerks.

It was unfortunate that at about this time, Governor Louis Mouttet was in Fort-de-France reading with great relief the report from his commission of experts on the volcano. It concluded, "There is nothing in the activity of Pelée that warrants a departure from St. Pierre." The commission concluded that the position of the craters and valley opening onto the sea was such that "the safety of St. Pierre was absolutely assured."

Shortly after, he got a cable from his garrison commander in St. Pierre that seemed crazy, describing widespread panic, the tidal wave, and the tragedy at the Guerin estate.

On May 6th, the mayor of St. Pierre put posters all over town telling people they were not in danger. Mouttet sent provisions by ship to St. Pierre and the village of Precheur, which was now effectively cut off from the rest of the island by the Guerin avalanche that destroyed the road to St. Pierre. Mouttet and members of his commission visited the spot where the Guerin factory had stood.

It is here that things get bizarre.

As they stood overlooking the ruins, they decided this did not really change the conclusions of their report. St. Pierre was safe; the avalanche had probably relieved a lot of pressure from the volcano, making it less dangerous. This was wishful speculation. They had not expected the Guerin disaster, and should by now have concluded that they had no idea what might happen. Why did Professor Landes, the most knowledgeable of the group, lend his name to this? Zebrowski creates a scene in his book where Landes has real doubts, but offers absolutely no evidence for this. Witts and Thomas make a telling point: the 18-page report on an event that was threatening much of the population of the island, devoted fully one third of its contents to the damage to the Botanical Garden in St. Pierre, a site dear to Landes' heart. This was a man with his head either in the clouds or buried in the leaves of his precious garden.

This is the moment Governor Mouttet needed to act if he was going to save most of the population of St. Pierre. He didn't. He would have had to use his own common sense and judgment, and gone against his commission, much too risky a proposition for a decent man who was a good career civil servant. Had the commission decided differently he probably would have acted differently. But the only person advising him to evacuate was Fernand Clerc, whose judgment he did not particularly trust.

For Mouttet, the evacuation of St. Pierre was fraught with danger. There would have been huge dislocation, enormous financial losses, and a massive problem of policing, housing, and feeding a mass of refugees almost twice the population of Fort-de-France. Most of the powerful people in St. Pierre were equally deluded in thinking there was little risk. If he evacuated and nothing happened, it would be the end of his career. It is not surprising that he did nothing.

But what about everyone else? People in St. Pierre were being told both by the mayor and by the newspaper *Les Colonies* that they were safe and should stay put. Poor people and refugees from already affected areas did not have a lot of choice. They were getting food here; how would they survive if they moved? Some accounts claim Mouttet posted troops to stop refugees from fleeing south for fear of spreading disease (some kind of pox had broken out), as well as fearing a spreading of theft and disruption.

Hundreds of people of means did get out. The ferries were leaving full, and some families chartered boats. But most did not want to leave their businesses and property.

On the morning of May 7th the volcano continued to erupt. The last remaining undersea telegraph cable broke; St. Pierre's most important communication link was dead. The captain of the ship *Orsolina* showed uncommon good sense. He abandoned taking cargo and left against Customs orders, without clearance. He knew little about volcanoes but could see the Pelée was dangerous. He was in a minority; about a dozen other ships stayed.

—Continued on next page

—*Continued from previous page*

That evening Governor Mouttet and his wife arrived. According to Thomas and Witts, the mayor was to put on a huge ball for the governor that night, but when Mouttet saw the state of the town, some of it feet deep in ash, he cancelled it. He had another meeting of his commission and again they assured him St. Pierre was safe. His presence had a calming effect on the population.

The Eruption

Sunday, May 8th, was Ascension Day, one of the biggest and most important Catholic Church services of the year. Fernand Clerc awoke and started to dress for the service. He heard a strange burping noise from the volcano and went to check the barometer he kept on the balcony. He could not believe his eyes; the needle was oscillating wildly. He aroused everyone in the house and told them to leave at once for Fort-de-France. He put his wife and four children in a carriage he kept waiting, and fled for his estate in Parnasse.

Apart from all the St. Pierre residents, many more people had come from Fort-de-France for the church service. Quite a few people approaching St. Pierre from the mountain road stopped when they saw something strange; a wind like a mini-hurricane bent trees and broke branches around the summit. A glowing rock stratum grew around the summit of the volcano.



Above: The town of St. Pierre today



Right: St. Pierre after Pelée's 1902 eruption bombarded the town with a huge ball of superheated gas

At this point Fernand Clerc arrived at high speed in his carriage. A big dark cloud covered the mountain and hid the sun. A glowing red ball grew out of the side of Mt. Pelée with a terrifying roar, then slowly detached itself and swept down on St. Pierre.

The glowing red ball was a cloud of superheated gas and steam. It set fire to and destroyed everything in its path, reducing St. Pierre to rubble and cremating most of the people alive. Around 30,000 died, including Governor Mouttet, Professor Landes and *Les Colonies'* owner, editor and publisher, Andreus Hurard. It moved into the bay destroying the ships at anchor. One steamship, the *Roddam*, with horribly burnt survivors, managed to limp away. A few survivors were later taken off other burning ships.

In town there were two confirmed survivors, a cobbler called Leandre, and the now famous prisoner Cyparis. Leandre must have just got really lucky and been in a quieter part of the cloud in the southeastern part of town. He was badly burnt, but unlike all those around him and even others in his house, he survived.

Cyparis was in the thick of the cloud, but he was in a heavy stone dungeon two floors below the police station. It was a few days before he was discovered. According to Thomas and Witts, Cyparis, who was black, had murdered a white man in a drunken brawl and been sentenced to be executed. In their book he was a somewhat central figure, with the governor planning to pardon him just before the election, in the hope of helping Fernand Clerc.

Zebrowski is much more uncertain about why Cyparis was there, and suggests it may just have just been a drunken brawl, a popular story with tourist histories, though I would think his location, in the only heavy stone dungeon in town, made a conviction of murder much more likely. Zebrowski also suggests he may have asked to be there, because he had a fever and it was pleasantly cool. That I find ridiculous.

In any event, Cyparis was hired by the Barnum and Bailey Circus as an exhibit. Within a year he got drunk again, stabbed and nearly killed one of the other employees, went to jail, and disappeared from view.

One of the more amazing survivor stories is told by Zebrowski. The ferry *Diamant* had just landed its passengers and was tied to the dock. The ship's boy, Jean Baptiste Innocent, was on the quay. As he saw the firestorm approach he dived underwater and stayed below as long as he could. While the boy was under, *Diamant's* boiler exploded and it capsized. When he surfaced the whole town was on fire. He clung to a floating plank and was rescued some seven hours later.

Mt. Pelée continued to erupt for months. An even worse pyroclastic flow finished off what little was left of the town. During the eruptions a curious pinnacle formed, sticking hundreds of feet out of the volcano and looking like a monument; it was called the Tower of Pelée, and eventually crumbled.

Some years after the eruption, people moved back into St. Pierre and by 1929, when the volcano erupted again, there were a few thousand inhabitants. This time everyone evacuated without question; we live and learn. The 1929 eruption was not as bad as that of 1902; St. Pierre was mainly spared and continued to thrive.

Today, St. Pierre is one of the most interesting historical anchorages in the Caribbean. Apart from the ruins still scattered throughout the town, including the splendid theatre and Cyparis's dungeon, you can visit the little volcano museum created by Fernand Clerc. There are hiking trails on the now-sleeping volcano, and the wreck diving in the harbor is, needless to say, unique. Bring copies of *The Day the World Ended* and *The Last Days of St. Pierre* to read in the cockpit after a day of exploring, and your visit to St. Pierre will be unforgettable.



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Tide's Table

Cabbage Needs Imagination

by Ross Mavis

I can remember when cabbage, of all vegetables, seemed to suffer most from a lack of imagination. Even a low-life like celery was fashionable, not only in soups and stews but also as an appetizer with fancy cheese and spices. It was not unusual to see a tall slender stalk of celery with leafy top, sprouting proudly like a solitary palm from an oasis of tomato juice, vodka, pepper and Worcestershire Sauce. Furthermore, consider the ubiquitous mushroom that doesn't even have the courage to grow in sunlight. It has a zillion wonderful things done to it as a culinary class act. But alas, for years, cabbage in North America was simply boiled and served in its own lack-luster watery juices. Some North Americans with imagination did have the courage to turn cabbage into a delicious cold slaw.

Then we started learning from those incredibly intelligent Europeans. Ancient Greeks stuffed 'mon petit chou' with meat, rice, pine nuts, spices, currants and grated citrus peel. The Chinese are credited with letting their cabbage ferment into the delicious sauerkraut that the Germans then exploited. The Russians have turned truckloads of this silent, tight-lipped, leafy vegetable into wonderful savoury soups. Not to be outdone, Austrians and Germans also poached cabbage until it was mouth-tender, stuffed it with buttered noodles and caraway seeds or turned it into a sweet vegetable strudel. The French showed their élan by turning red cabbage into an hors d'oeuvre salad rather than just a lowly slaw.

The cabbage family is large in that it includes Brussels sprouts, broccoli, collards, cauliflower, kohlrabi and kale. But there are not a lot of cabbage varieties to play with, so imagination is required to make the most of this delicious vegetable.

White cabbage, red and Savoy are quite similar but have subtle taste variations. Chinese cabbage or Napa (called bok choy or patchoi on some islands) is shaped more like Romaine lettuce. This cabbage has a crinkly leaf and a flavour between celery and cabbage. It's great in salads, soups, egg rolls and stir-fries. The more common white or Dutch cabbage is one of the more familiar varieties and can be found in any Caribbean market, where sometimes the heads will be much smaller than the huge specimens grown in North America. It can be eaten raw or cooked but should not be cooked too long as it can develop a strong sulfur-like odor that will permeate more than just your galley. Red cabbage has a slightly peppery flavour. It's wonderful as a bright colourful addition to salads. Toss it with salad ingredients just before serving as the colour can leach into the other vegetables.

Cabbage is a good source of vitamin C and vitamin A. All varieties of cabbage are best when eaten raw as soon as possible after harvesting, but fresh unblemished heads of red or white cabbage keep well onboard.

I have recently been eating Chinese cabbage and enjoying it immensely. It will remain fine unwashed in the icebox for about two weeks if you plan on cooking it.

Experience the flavor of the Far East with this easy recipe.

Chinese Cabbage and Pork

6 large mushrooms
8 ounces pork steak, finely sliced
4 spring onions, chopped
3 Tablespoons soy sauce
1/2 teaspoon Chinese Five Spice (optional)
2 teaspoons cornstarch
2 Tablespoons canola oil
1 small Chinese cabbage, shredded
3 Tablespoons sesame oil (or canola oil if you don't have sesame)



Slice fresh mushrooms or soak dried mushrooms in warm water for about 30 minutes and then slice them. In a medium bowl, combine sliced pork, onions, cornstarch, soy sauce and Chinese Five Spice if you can get it (Trinidad is a good place to look for Chinese spices). Put two tablespoons of canola oil in a non-stick frying pan over high heat. Add shredded cabbage and stir fry for about three or four minutes. When cabbage is hot and lightly wilted, place on a large side plate. In same frying pan, add sesame oil and mushrooms, cooking for about two or three minutes. Then add pork mixture and cook, stirring often until pork is just cooked (about 3 or 4 minutes). Add cabbage and stir until nicely combined and hot. Serve with steamed rice. *Ah so!*



'Cumin Get It!'

Cumin, used as a whole seed or in powdered form, is used to highly spice a dish. Dishes cooked with it have a warm, spicy-sweet smell. Its sharp, almost overpowering, slightly bitter taste seems to go well with warm-weather cuisines. East Indian, Middle Eastern, Mexican, Portuguese and Spanish cooks love it. East Indian and Mexican cuisines require cumin. East Indians in Trinidad call this spice jeera.

Most curry powders and many savory spice mixtures have cumin as an ingredient. A pinch of cumin will invigorate plain rice, beans and casseroles. This spice should be used sparingly because its flavor can overpower other flavors in most dishes. A teaspoon is usually enough in a dish for four. It is a pickling ingredient for cabbage to make sauerkraut, and is used in chutneys. To the unknowing, cumin's flavor is often confused with caraway. Some think there are "dark seed" and "light seed" cumin, but there is only light (*Cuminum cyminum*). The dark, or "black cumin", is from a totally different plant, the "love in the mist" flower (*Nigella damascena).*

Cumin stimulates your appetite while helping the stomach to relieve gas. It will reduce nausea during pregnancy. Cumin could be called the "breast spice" because it supposedly increases both lactation and size. Six grams of cumin has about twenty calories of which half are from fat. It also contains some iron and calcium.

Latin Chicken (or Turkey) Soup



1 Tablespoon vegetable oil
1 large onion, chopped small
3 cloves garlic, minced
2 teaspoons chili powder
1 teaspoon ground cumin (for full flavor; half will do)
1 teaspoon dried oregano
1 quart water
4 large tomatoes, diced
2 stalks celery, chopped small
4 Cups shredded cooked chicken or turkey
2 Tablespoons fresh parsley
3 chicken bouillon cubes
2 Cups (or one large can) black or red beans
2 Cups fresh corn cut from the cob or frozen kernels
1/2 Cup sour cream (optional)
2 Tablespoons chopped chadon bene

In a large skillet heat oil, add onion and cook till soft and clear. Add garlic, chili powder, cumin and oregano and stir for about a minute. Add water, diced tomatoes, celery, shredded chicken or turkey, parsley and bouillon cubes. Bring to a boil, and then simmer stirring until the bouillon cubes dissolve. Add beans, corn, sour cream and chadon bene. Simmer for half an hour.

Pepper - Squash Stew



6 Cups water
1 Cup dried lentils
3 bay leaves
4 garlic cloves, minced
3 Tablespoons vegetable oil
1 Spanish thyme leaf, chopped
1 teaspoon ground cinnamon
1 teaspoon ground cumin
1 teaspoon ground coriander
1 large onion, chopped small
4 stalks celery, chopped small
3 large sweet peppers, chopped small
2 squash (yellow, crookneck or zucchini), chopped
2 large tomatoes, chopped
1 can tomato paste (or a quarter Cup of ketchup)
2 Cups (one can) cooked channa (chickpeas, garbanzos, ceci)
1 hot pepper, seeded and minced (optional)
1 Cup chopped fresh parsley
1/2 Cup plain yogurt (optional)

Put water in a two-quart pot and bring to a boil. Add lentils, bay leaves, and half of the garlic. Simmer lentils about ten minutes. Drain lentils and place them in a bowl; reserve the water and discard the bay leaves. Toss lentils with two Tablespoons of the oil, thyme, and remainder of minced garlic. Set aside.

In a large skillet heat one tablespoon of oil and stir in spices. Add onion, celery, sweet peppers and squash; simmer for five minutes. Add lentils, tomatoes, tomato paste, channa and two Cups of the lentil water. Add more of the lentil water (up to four Cups) until you get the consistency you desire. Bring stew to a boil; then reduce heat, cover and simmer for about half an hour. Stir occasionally. Stir in the chopped parsley.

Serve in bowls, each with a spoonful of yogurt on top.

Cuban Black Bean Burgers



2 Cups cooked black beans
1 sweet pepper, chopped very small
1 small onion, chopped very small
3 cloves garlic, minced
2 stalks celery, chopped very small
1 egg
1 Tablespoon chili powder
1 teaspoon ground cumin
1 teaspoon hot pepper sauce
1 Cup breadcrumbs
Oil to fry

Mash black beans in a bowl with a fork or spoon. Add sweet pepper, onion, garlic and celery. In a cup, mix the egg with the spices and add to the bean paste. Add breadcrumbs until the bean mixture holds together. Make four patties. Put a tablespoon of oil in a skillet and fry the veggie burgers about ten minutes on each side.

If grilling, place patties on foil, and grill about 8 minutes on each side. If baking, place patties on baking sheet, and bake about 10 minutes on each side.

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MERIDIAN PASSAGE OF THE MOON

NOVEMBER & DECEMBER 2009

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. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

November	
DATE	TIME
1	2255
2	2347
3	0000 (full)
4	0043
5	0143
6	0245
7	0346
8	0445
9	0539
10	0631
11	0720
12	0807
13	0854
14	0942
15	1012
16	1124 (new)
17	1217
18	1310
19	1403
20	1459
21	1542
22	1627
23	1711
24	1752
25	1833
26	1914
27	1957
28	2043
29	2133
30	2228

December	
DATE	TIME
1	2327
2	0000 (full)
3	0030
4	0134
5	0235
6	0333
7	0427
8	0517
9	0605
10	0652
11	0740
12	0828
13	0918
14	1009
15	1102 (new)
16	1155
17	1246
18	1336
19	1422
20	1506
21	1548
22	1628
23	1709
24	1750
25	1833
26	1920
27	2011
28	2107
29	2208
30	2312
31	0000 (full)

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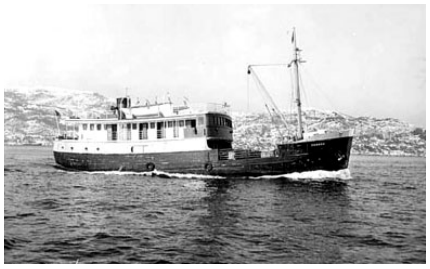


Dear Compass,

Just finished reading the October issue via the super new on-line version of the *Compass* (www.caribbean-compass.com) — loved the story about the whale at Union Island. And the story of the restoration of



Eleuthera *(above) used the teak oil that was sold off* Onarøy *(below)*



Tradition, the Carriacou sloop, did my heart good. Also it pleased me greatly to see an ad for The Nature Conservancy, and a powerful one at that. But the best was the story about Morris Nicholson by Julie Lea in the August 2009 issue. Morris and I became friends many years ago in Bequia when I was selling stuff off my former Norwegian ferry, *Onarøy*, while anchored out in the harbor; he would come to rummage through stuff and bought all my teak oil for *Eleuthera*.

Melinda Parke
Seattle, Washington

Dear *Compass*,

Congratulations on your new website. That was fun being able to read Forum letters online — in Brittany! I will be back in the Caribbean this winter.

Reading Mighty Mouse's letter in October's Readers' Forum made me squirm. Am I the "cheapskate" he's talking about? I certainly don't go out of my way to spend money just because the islands need my yachting contribution. Yes, I check out prices, quality and services before spending my limited cruising budget. Do I live in another world? Mighty Mouse, the yachting philanthropist, must be both richer and more altruistic than I am.

Will he still be cruising (and spending) in, say, 20 years time?

Jeremy Hobday
Yacht Tchin

Dear *Compass*,

Thanks to Tina Dreffin for her first-hand story in the October issue about her boat getting caught in a floating tangle of plastic garbage. Across the world's oceans there are millions of tons of floating plastic. It traps as many as a million seabirds every year, as well as some 100,000 marine mammals. A new study, announced at a recent meeting of the American Chemical Society, suggests that plastics in seawater break down faster than expected. No, this is NOT good news. As plastics break down, they apparently release contaminants including potentially harmful styrene compounds not normally found in nature. The effects of these broken-down plastics on marine organisms are as yet unknown, and they will be harder to measure than the damage that plastic refuse does to sea-life. But adding to the contaminant load of the oceans cannot be a good thing.

Thanks also the groups and individuals highlighted in your Eco-News pages who help limit the amount of discarded plastic reaching the sea, and who help raise awareness of this problem.

Joseph Johnson
S/V Orion

Dear Compass Readers,

My partner and I have been traveling all over Central America and the Caribbean with our dog(s) for three years, and even though it isn't always as simple or straightforward as one would like, most of the times all went fine. We make a point of bringing our dog in legally by obtaining information and documents ahead of time and clearing him in when entering a new country.

Following the UK's lead, the rules have become a bit more lenient in the Caribbean, with most English-speaking countries now allowing boaters to visit with their four-legged family members. There are still countries that make it very hard for us to bring in our totally healthy dog or where foreign dogs are basically not allowed. Those ones, we skip. We don't feel inclined to spend our money there nor would we leave our dog on board for days, unable to fulfill his understandable desire to go to shore at least twice a day.

All the way from the eastern United States to St. Barths, and in Central America, the fees for declaring our dog have been between nil and US$20 (for permits/vet inspections); a health certificate was required most of the time and we never ran into problems. Until we reached Antigua.

The day before we left St. Barths, we hitched a ride to the vet in Gustavia with our dog, to obtain a health certificate and extra rabies shot to follow Antigua's online requirements. The cost was US$50. There was talk about a Lyme Disease test on the agriculture department's website, but no vet we know performs these, our dog obviously didn't have any symptoms (hence the health certificate) and he has not been to the States in two years (the only place we have heard of Lyme Disease), so we figured all was okay and if they really needed to perform the test upon our arrival, we would pay a nominal fee. Those things are a matter of health and safety regarding the Antiguan people, not money, right?

Off we went on an overnight beat against the wind from St. Barths to Antigua, last July. We arrived in Jolly Harbour early in the morning, waited for Customs and Immigration to open and filled out the paperwork for ourselves. We couldn't submit the forms, though, until the vet approved our dog. We waited for five hours, until the government vet finally showed up. He greeted us, and told us it wouldn't take long for him to perform a little test and hand us the permit. Since we never received the requested pricing information over e-mail, we asked him what the fee would be. As if it was just a slight detail, he mentioned the Lyme Disease test would cost the equivalent of US$48 and his inspection of our dog another US$48! We were baffled.

We started a discussion with him, inquiring why we needed to pay another big sum of money to get our dog inspected, when that had happened two days prior and after learning that the whole Lyme Disease test didn't make any sense and was a total waste of money. His final reaction: "You only paid US$50 for the health certificate and rabies shot in St. Barths? That's a bargain! You got lucky. You only need to pay another EC$260, but I guess your dog is not worth that to you…" We stressed that a government agency should not try to make money off pet owners (isn't it about health?) and told him the prices we were charged in other countries and in the US, which he didn't believe, even after we showed proof.

Bottom line was that he got upset with us and asked whether we wanted to visit his country or not, to which we responded, "Not if it's going to cost us another EC$260. Our dog doesn't care that much in which country he goes to shore." He stormed away into the Immigration office and then left, after politely greeting us and telling us to leave Antigua. It was 4:00PM. There was no way we would make it to Guadeloupe in daylight and we had not slept for 34 hours.

Luckily, the officials of Customs and Immigration understood our situation and allowed us to stay for one night after following the normal check-in procedures and paying the fee for a cruising permit. Our dog, Darwin, was not allowed off the boat.

Liesbet Collaert
S/V Irie
www.itsirie.com

—Continued on page 45

Grenada's Summer Yachting Survey

by Anita Sutton

The Marine and Yachting Association of Grenada (MAYAG) undertook a series of 'Dock Lime' surveys in July and August to gather information and feedback from some of Grenada's summer cruiser population. We know we have different groups of yachting visitors at different times of the year, and we want to look at how we can improve what we offer to these groups.

The Grenada Board of Tourism aims to survey all yachts as they clear out of Grenada, with survey forms available at Ports of Entry. However, as so many of the boats in Grenada over the summer do not leave until the end of the hurricane season, MAYAG wanted a more immediate picture of the cruisers who have chosen to be in Grenada in July and August, as well as providing social evenings for MAYAG members and yachting visitors.

We held a series of 'Dock Lime' Happy Hour social events at Prickly Bay, Le Phare Bleu, CN Port Louis Marina and Carriacou Yacht Club, where we passed out our own survey forms and collected qualitative feedback. A raffle was held at each location, with prizes donated by Le Phare Bleu, CN Port Louis Marina, Turbulence, Island Water World, Budget Marine and Island Dreams. Port Louis also hosted a lively presentation from Ricardo Keens-Douglas, showing his carnival band costumes.

We collected 83 completed questionnaires, with it being very evident that cruisers were keen to share their views. The back of the form was blank for qualitative feedback on likes and dislikes — and in many cases the page was filled!

Survey Respondents

Our respondents' points of origin were split fairly evenly between the USA, Canada and Europe, with most European visitors being from the UK. As we advertised our Dock Lime evenings on the Grenada cruisers' net (7:30AM, VHF 68) and via (English language) posters, we may well have missed out on French cruisers, which is something we hope to address next time.

The boats ranged from 32 to 60 feet in length and all but two were privately owned — these two being a private charter and a bareboat charter. Eighty percent of the visiting boats were monohulls, with the majority (67 percent) spending most of their time at anchor while in Grenada, 26 percent in marinas and the remaining seven percent in boatyards. So, as expected at this time of year, our survey respondents were primarily liveaboard cruisers. Most were Grenada "regulars" with about a third on their sixth visit or more.

Reasons for Visiting Grenada

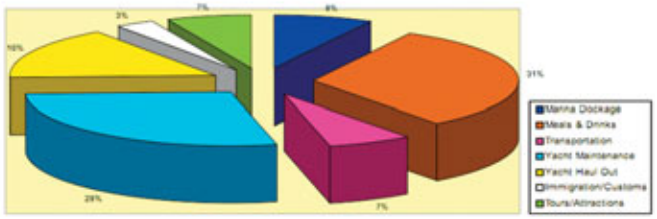
Respondents were asked to rate a list of factors in their decision to visit Grenada this summer. The results reflect the priorities of liveaboard cruisers — the group most prevalent in our survey.

At the top of the list is availability of sheltered anchorages, with 94 percent rating this as extremely important or important. Second was safety, with 92 percent rating this as extremely important or important. Third most important factor overall was availability of maintenance facilities, with 64 percent finding this extremely important or important. Island attractions were the fourth most important factor with 62 percent rating this as extremely important or important.

The other factors listed were marina facilities, haulout facilities and recommendation by others, with these gaining 47 percent, 48 percent and 56 percent respectively.

It will be interesting to see the priorities of other groups of yachting visitors.

Spending



Cruisers' spending was split fairly evenly between haul-out/maintenance/dockage (52 percent) and the non-marine sector (48 percent). We have always known that cruisers contribute significantly to the economy outside the yachting industry, and our survey confirms this. We will probably break this down further for our next survey, as this is so important for promoting the development of yachting with government and the general public.

We were surprised to see the amount of spending on tours and attractions, and are now looking at ways of better publicizing to cruisers the existing cultural events and activities in Grenada, such as Friday Evenings at the Museum with free jazz, Fish Friday in Gouyave, and the Hash House Harriers runs, to name a few.

Likes/Dislikes

The qualitative responses were also very useful, though in some cases handwriting quality later in the evening reflected an enthusiastic approach to happy hour!

The most frequent positive comment was about the friendliness of the welcome received from local people, along with a feeling of safety. Buses, marine services and facilities, the beauty of the island, shops and tours were all mentioned as well, but Grenada's greatest asset in terms of cruisers is clearly its people.

Factors attracting negative comments included inadequate dinghy dock facilities, mooring buoys, lack of transport between some marine locations and bases, hassles importing parts, and speeding boats (including the coastguard) in anchorages.

I have not covered all the comments here, but they have all been reviewed and compiled into a report to be circulated by MAYAG to relevant government and official bodies.

We aim to do another survey again later in 2009 or early in 2010, to extend the information we have and include other sectors — e.g. those who leave boats here for the hurricane season, and charter yachts — who tend not to be here in July.

We would like to thank everyone who participated so enthusiastically, and the businesses that hosted the events and donated prizes.

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

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37' Maxim Yachts '99, Strong, Fast	179K	39' Grand Soleil '87; Very Well Equip'd	129K
SAIL:		38' Beneteau M38 '91; Great Cruiser	55K
54' Hylas Deck Salon, '00, Luxury Crsr	645K	38' Hallberg-Rassy 382 '87; Strong	125K
51' Morgan / CSY Custom '88 Loaded	159K	37' Jeanneau Sun Ody 37.1, '95 Grt Price	54K
51' Aluminum Van De Stadt Design '99	379K	37' Beneteau Oceanis 373 '04; Clean	115K
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CALENDAR

NOVEMBER

1	Public holiday in Haiti and French West Indies (All Saints' Day), Antigua & Barbuda (Independence Day) and USVI (D. Hamilton Jackson Day)
2	FULL MOON. Public holiday in Haiti (All Souls' Day)
2	20th West Marine Caribbean 1500 sets sail from Virginia to Tortola. www.carib1500.com
3	Independence Day. Public holiday in Dominica
4	Community Service Day. Public holiday in Dominica
6 – 7	St Lucia BMW J/24 Invitational Championship. www.stluciayachtclub.com
6 – 8	2nd Heineken Regatta Curaçao. www.heinekenregattacuracao.com
7 - 8	Budget Marine Women's Caribbean One Design Keelboat Championship, St. Maarten
9	Public holiday in Cayman Islands (Remembrance Day) and Dominican Republic (Constitution Day)
11	Public holiday in Puerto Rico and USVI (Veterans' Day), French West Indies and BVI (Armistice Day), St. Maarten (St. Maarten Day), and Bermuda (Remembrance Day)
11 – 15	US Women's Match Racing Championship, St. Thomas, USVI. St. Thomas Yacht Club, tel (340) 775-6320, fax (340) 775-3600, manager@styc.net
14	St. Maarten Open Optimist Championship. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
14 – 15	St. Thomas Radiology Women's Regatta, USVI. St. Thomas Yacht Club (STYC), tel (340) 775-6320, fax (340) 775-3600, manager@styc.net,
15	St. Lucia Yacht Club AGM. SLYC, tel (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
16	Statia-America Day. Public holiday in Statia
18	Battle of Vertieres Day. Public holiday in Haiti
19	Public holiday in Puerto Rico (Discovery Day.) and Belize (Garifuna Settlement Day)
20 - 28	19th Aruba Heineken Catamaran Regatta. www.arubaregatta.com
22	ARC 2009 departs Canary Islands bound for St. Lucia. www.worldcruising.com/arc/
22	St. Lucia ARC Flotilla, Castries to Rodney Bay Marina. SLYC
23	Liberation Day. Public holiday in Montserrat
25	Republic Day. Public holiday in Suriname
26	Thanksgiving Day. Public holiday in Puerto Rico and USVI
27 – 29	JHR Caribbean Regatta, Antigua. Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, miramarsailing@hotmail.com, www.jhycantigua.com
27 - 29	Course de L'Alliance Regatta, St. Maarten/St. Barths/Anguilla. www.coursedelalliance.com
30	Independence Day. Public holiday in Barbados

DECEMBER

2	FULL MOON
3	Saba Day. Public holiday in Saba
6 - 7	Gustav Wilmerding 19th Annual Memorial Challenge, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
6 - 9	St. Maarten Charter Yacht Exhibition. www.mybacaribbeanshow.com
7 - 11	48th Antigua Charter Yacht Meeting. www.antiguayachtshow.com
9	National Heroes Day. Public holiday in Antigua & Barbuda
11 – 14	Sir John Compton Memorial Trophy 2009, race from St. Lucia to Martinique and return. SLYC
12 - 19	Chanukah
13	National Day. Public holiday in St. Lucia
16	Lionel Richie live at Pierre Aliker Stadium, Martinique. www.bienglace.com/LIONEL-RICHIE-EN-CONCERT-EN.html
16 – 24	Nine Mornings Festival, St. Vincent & the Grenadines
15	Kingdom Day. Public holiday in St. Maarten
15	ARC Children's Christmas Party, St. Lucia. SLYC
18	Lionel Richie live at Baie-Mahault Stadium, Guadeloupe. www.bienglace.com/LIONEL-RICHIE-EN-CONCERT-EN.html
19	Separation Day. Public holiday in Anguilla
20	St. Lucia Yacht Club Fun day. SLYC
21	Winter Solstice
22	Carols Afloat and Christmas Party, Rodney Bay Marina, St. Lucia. SLYC
25	Christmas Day. Public holiday in many places
26	Boxing Day. Public holiday in many places
31	FULL MOON (Blue Moon); Festival Day. Public holiday in Montserrat
31	Nelson's Pursuit Race, Antigua. AYC

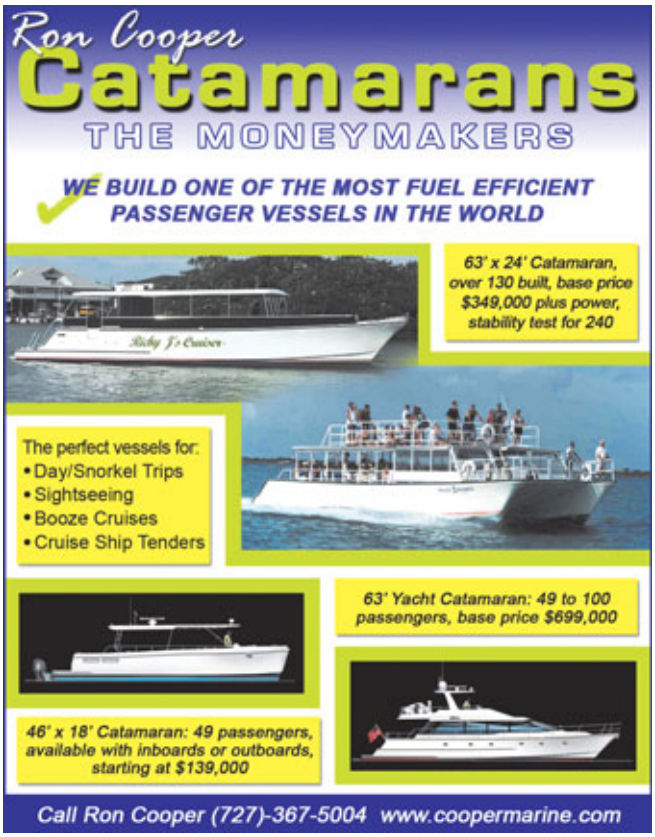
All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation.*
If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s)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

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Trinidad





Caribbean-wide









—Continued from page 40

...Readers' Forum

Dear Liesbet,

We asked the Antigua & Barbuda Marine Association for comment, which follows.

CC

Dear *Compass*,

Thank you for your invitation to the Antigua & Barbuda Marine Association to comment on your correspondent's letter regarding the importation of animals to Antigua. Unfortunately, the ABMA has no expertise in this area, as it is not something that has been brought before the ABMA in the past. The ABMA is making enquiries of the Government to clarify the policy and procedures relating to the importation of animals. It is acknowledged that a number of yachts do carry pets aboard, hence procedures being in place to allow importation, however, it is a relative rarity, which is probably why this issue has not been raised before.

The ABMA would wish to assist in any way yachts entering the waters of Antigua & Barbuda but, equally, recognizes the necessity of the regulations being observed. I am sorry your correspondent had a difficult experience and I hope that her experience will enable us to look objectively at the regulations as they affect yachts.

Should any yacht experience difficulties they are welcome to contact the ABMA on +1 (268) 562-5085 or info@abma.ag. The ABMA offices are open 0900 to 1300 weekdays.

John J. Duffy, President
Antigua & Barbuda Marine Association

Dear *Compass*,

We feel that many cruisers do not think, when robberies or other crimes happen against them, that the local police take our cases seriously. Well, I want to tell you that they do care and that justice prevails — especially here in Grenada. Our boat was broken into on Monday the 10th of August. This occurred while we were off our boat. We had enjoyed a potluck at Port Louis Marina and later went off to celebrate Monday Mas on the Carenage. We were anchored outside the lagoon in St. George's and had left our boat around five in the afternoon. We returned around 9:00PM and as we boarded our boat found our companionway door broken out. Apparently the robbers were able to come down our center hatch and — after rifling through our boat taking two computers, two cell phones, my NEW iPod, and several other little electronic devices — they couldn't figure out how to open the companionway door so they proceeded to break it apart with the fire extinguisher from the galley.

We then tried to contact the Coast Guard with no luck. Fellow boaters in the anchorage offered to help by calling the local police on their cell. The police detective asked that my husband come down to the Grenada Yacht Club so that they could get a statement and afterwards informed us that they would come out the following morning to take fingerprints off our boat.

The next morning, my husband picked up CID Detective Garcia and Forensic Technician Phillips at the yacht club and brought them to our boat. They were both very professional and helpful. Our boat was broken into on a Monday night; the following Wednesday Officer Garcia called us down to his office to identify our things, and that Friday we went to court and watched as one of the offenders was sentenced to two years in jail. Officer Garcia kept us informed about all that was happening and kept us in the loop the whole time. He even apologized that he couldn't get back all of our things, but assured us that he would continue to work the case.

A few weeks later we got another call from Officer Garcia. They had apprehended the second person involved in the robbery and we had to make another appearance in court the next day. The second person arrested was one who had bought one of the items from the robber. He had been given the chance to return the item with a warning, since he was a first-time offender. However, he refused to give back the item and was now in court. He tried to give a sob story to the judge, which the judge did not accept. He was so surprised when the judge said that he was guilty and sentenced him to six months in jail, starting "right now"!

Having them both in prison won't bring back the things that were stolen or destroyed in the burglary, but at least two more bad guys are off of the streets. How is that for fast justice! Thank you, CID Detective Garcia and the Royal Grenada Police Force.

Richard & Jane Baum
S/V Cheetah II

Dear* Compass *Readers,

We want to hear from YOU!

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

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

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—Continued from previous page

...Tsunami

This purchase followed the installation of nine VSAT-linked seismic stations in the Caribbean by the United States Geological Survey to monitor tsunamis. These stations are an extension of the Global Seismic Network and will be operated in partnership with host institutions in the region. Three of these stations were deployed in the Eastern Caribbean, on Grenada, Barbados and Barbuda. The SRC's new VSAT stations are located on Tobago, St. Vincent, St. Kitts, St. Lucia and Dominica. Until a regional tsunami warning centre has been established, the Pacific Tsunami Warning Center provides cover for the region. Under this arrangement, if an earthquake occurs that can or has triggered a tsunami that may affect the Caribbean, the Pacific Tsunami Warning Center will send a warning to specific government agencies in the Caribbean, including the SRC.

One of the most effective methods of mitigating the potential impact of tsunamis is educating vulnerable island communities to identify the physical changes that signal an approaching tsunami and informing them of how to respond.

The first sign of an approaching tsunami is usually a significant retreat of the sea and/or very strong ground shaking. As a result of the sea retreating, the trailing waves pile on top of the waves in front of them, thereby significantly increasing the height of the wave before hitting the shore. If you live in a low-lying area, make yourself familiar with the quickest way to get to high ground. Make sure all family members know the evacuation plan. If you are close to the sea and the water retreats by an abnormal amount, move to high ground at once. Boats should make every attempt to reach deeper water as fast as possible. Do not stay to see what happens.

For more information visit www.uwiseismic.com.

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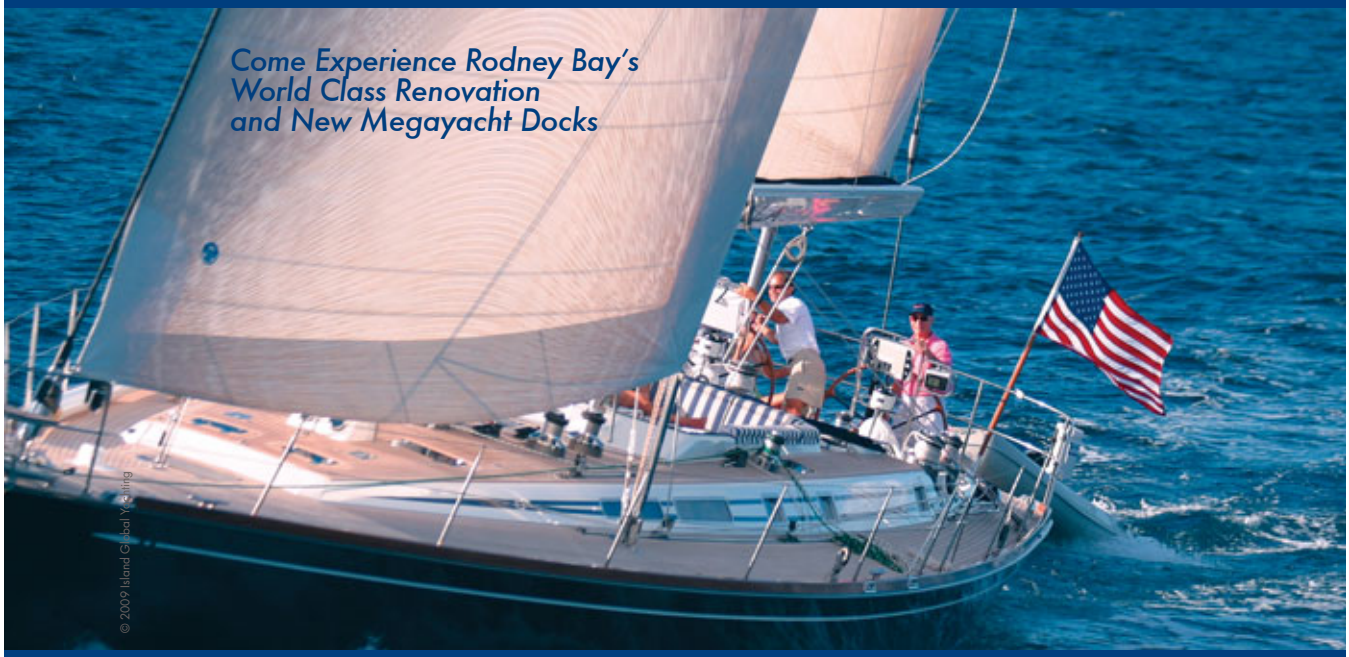
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