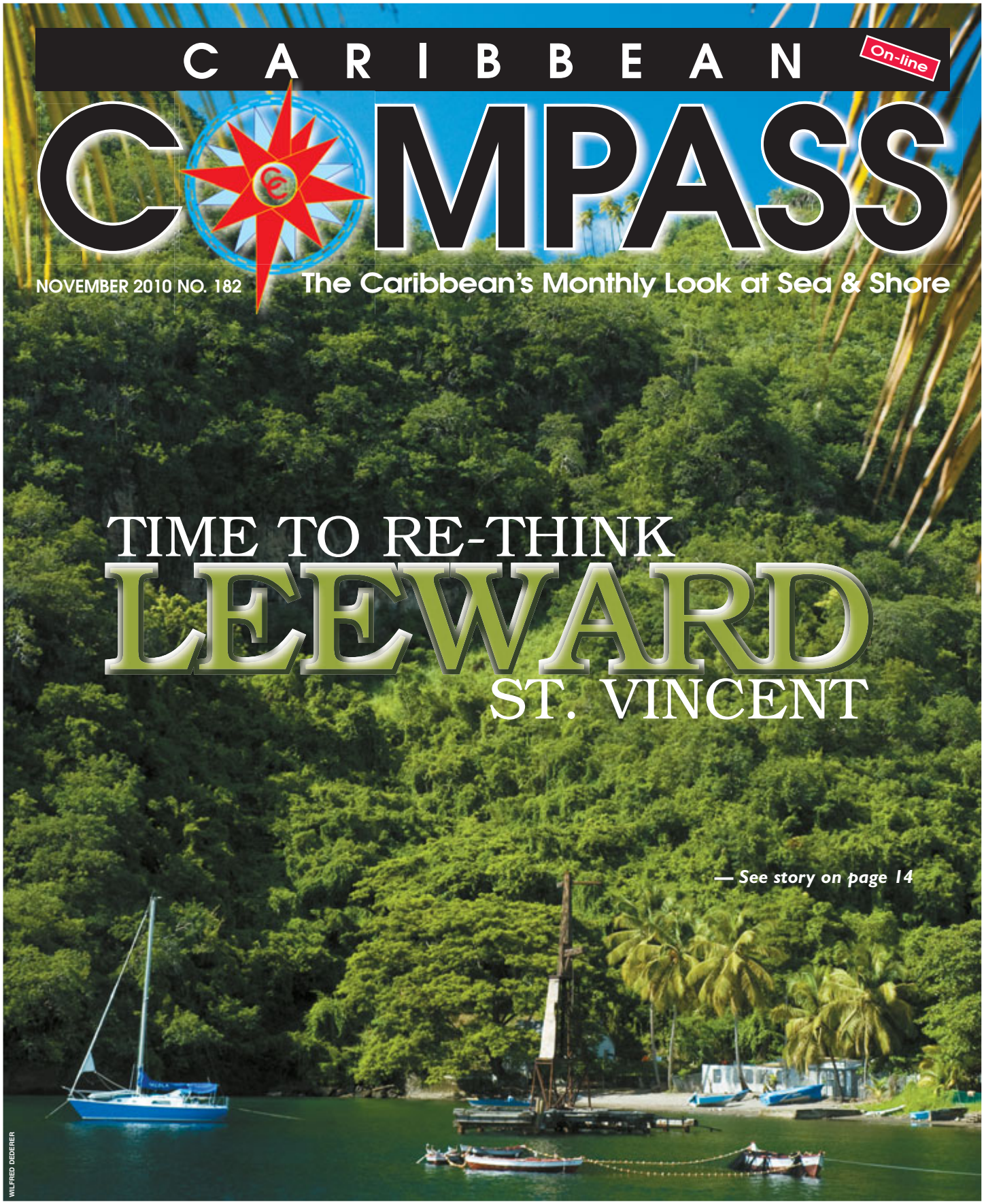
CARIBBEAN COMPASS
On-line
NOVEMBER 2010 NO. 182
The Caribbean's Monthly Look at Sea & Shore

TIME TO RE-THINK LEEWARD ST. VINCENT

— See story on page 14



WILFRED DEDERER



Back in the

WATER

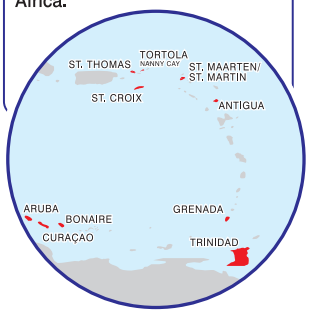
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2 BURNER STOVE
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The F10/63254 is the European Sub Compact version.

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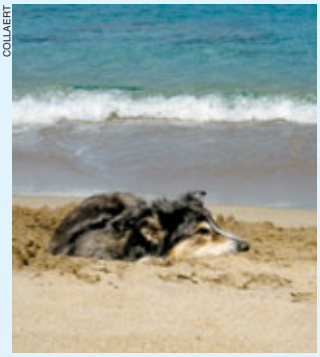
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The Caribbean's Monthly Look at Sea & Shore

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Tel: (784) 457-3409, Fax: (784) 457-3410
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@gmail.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: Ad Sales & Distribution - Maurice Moffat
Tel: (758) 452 0147 Cell: (758) 720 8432.
mauricemoffat@hotmail.com

St. Maarten/St. Barths/Guadeloupe:
Ad Sales - Stéphane Legendre
Mob: + 590 690 760 100
steflegendre@wanadoo.fr
Distribution - Eric Bendahan
Tel: (599) 553 3850, ericb@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 - Chris Bissondath,
Tel: (868) 222-1011, Cell: (868) 347-4890,
chrisbiss@yahoo.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 by Wilfred Dederer, Wallilabou Bay on the Leeward side of St. Vincent



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Info & Updates

Yachting Community Provides Scholarships in Carriacou

The Carriacou Children's Education Fund (CCEF) is an informal, voluntary group of individuals from visiting yachts from around the world, and concerned local businesspeople. Since 2000, CCEF has conducted fundraising activities during the first week of August at the Carriacou Yacht Club, coinciding with the annual Carriacou Regatta Festival.

The CCEF continues this year with an additional set of scholarships: Trevin McLawrence and Leah Hagley from Bishops College and Camille DeRoche and Gloria Wells from Hillsborough Secondary School have begun their studies at the Carriacou campus of TA Marryshow Community College, with full tuition and fees as well as a stipend of EC$1,000 towards the purchase of textbooks. These students bring to 13 the number of scholarships awarded by the CCEF.



Left to right: Nadia Edwards and Codell Stafford (2009 scholarship winners) with Trevin McLawrence, Camille DeRoche, Leah Hagley, Gloria Wells and Fleure Patrice, Director of the Carriacou campus of TA Marryshow Community College

Previous awardees have already put their education to good use: Tahera Paul and Rena Noel are working at Hillsborough Secondary School, as are Stacey Bain and Carnisha Charles. Marcia Scott is employed by Bullen's Enterprises and Reann Martineau is with the Board of Tourism.

Each student writes an essay on the topic "How I will use my education to build a better Grenada", and the primary focus for all students has been development of opportunities for the youth of Grenada. Rholda Quamina and Brian Lendore, the principals of the two secondary schools in Carriacou, select the scholarship recipients based on CXC/CSEC scores and financial need. Patrick Compton, Carriacou branch of the Grenada Union of Teachers, assists in the process every year, collecting and reviewing the essays.

To date, CCEF has raised more than EC$125,000 to provide uniforms, school supplies and other educational assistance to the children of Carriacou. The mission is to help as many children as possible and to fill the gap between what is required for a child to receive a proper education and what the families can provide.

Since its inception, CCEF has provided assistance towards this goal in more than 500 cases. Success is due primarily to the hard work and generosity of the visiting yachts and the local population who support CCEF, and is the yachts' way of saying "thank you" to the people of Carriacou for the warm welcome always received. These scholarships at TAMCC are an extension of the assistance that CCEF has provided to primary and secondary school children of Carriacou in the past, targeting assistance for the future leaders of Grenada, Carriacou and Petite Martinique.

In some places visitors can expect to pay US$10 or more per day for WiFi. In Tyrrel Bay it is free through the sponsorship of Tyrrel Bay Yacht Haulout, Chris Doyle's Cruising Guides, and Island Water World. Technical support is provided by Michael Ward. All that is asked is for visiting yachts to make a contribution to the CCEF! A password is required and yachts can obtain a free password at the Carriacou Yacht Club. Contributions are voluntary and all proceeds are used for the educational needs of the less fortunate children of the island.

Yacht Attacked Off Los Testigos

The US-flagged yacht *Boldly Go* was attacked by four armed men at 10:00AM on October 16th at approximately 011°05N, 063°23W. The yacht was about four and a half hours' sail west of the Venezuelan offshore islands of Los Testigos, en route to Porlamar, Isla Margarita. The couple aboard had originally planned to avoid the area, but when sailing from Grenada wind conditions prevented them from sailing directly into Porlamar from the north.

The two-handed crew, Jim Hutchins and Ellen Birrell, were assaulted and held at gunpoint. The pirates struck Jim in the head and back several times with a pistol; fortunately, his injuries were not serious. They also clicked the trigger with the gun held to his neck. The boarders ransacked the Sun Odyssey 40, taking all valuable items they could carry in their 16-foot piñero — including an EPIRB, all radios, two computers, chartplotter, GPS, other electronics, tools, bikes, outboard engine and money.

With no land in sight and only a compass left on board for navigation, Jim and Ellen sailed back to Los Testigos, arriving just before dark. A Venezuelan Coast Guard vessel was on station in Los Testigos and took a report of the incident.

—Continued on next page



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The Coast Guard then escorted the yacht to Porlamar, stopping two piñeros with four men in each during the trip; neither of these piñeros contained the men who robbed the yacht.

Ellen would like to remind cruisers about the ongoing danger of sailing between Los Testigos and Isla Margarita during daylight hours.

Cruisers' Site-ings

• Fantasy Island Marina in Roatan has a new website: ***www.fantasyislandmarina.com/index.html***.

• 'Sanctuaries of the Caribbean', a film about the Marine Protected Areas in the southeastern Caribbean, produced earlier this year as part of the Coastal and Marine Management and Education in the Southeastern Caribbean project, can now be viewed on YouTube at ***www.youtube.com/watch?v=sMKKkpLreXw***.

• Founded in 2006, the Yacht Aid Global humanitarian organization is a worldwide effort to deliver school and medical supplies to coastal locations that need help, utilizing a network of volunteers who coordinate logistics, patrons that sponsor the supplies, and yachts that offer to transport them. Visit ***www.yachtaidglobal.org*** to learn how to take an active role in this charitable project.

Eight Bells

CAPTAIN OLIVER

The Sint Maarten Yacht Club newsletter announced the passing of Olivier Lange, better known as Captain Oliver, on September 25th. He was the founder of Captain Oliver's Marina, Captain Oliver's Yacht Club and Captain Oliver's Regatta. The Captain lived by the mantra "La joie de vivre" and encouraged all whose lives he touched to embrace the lifestyle. He will be dearly missed. The SMYC extends sincere condolences to the Captain's family and friends.



Among the four Caribbean sailing personalities to whom we say farewell this month is AYC Instructor Jamarly Meade, who died on July 17th aged 22

JIMMY SCOTT, JAMARLY MEADE

John Burnie reports: Yachtsmen visiting the Antigua Yacht Club this season will be sad to learn that long-serving barman Jimmy Scott passed away with great dignity after a long illness. His friendly welcome in the upstairs bar since 1987 will be much missed. Equally sad is the club's loss of one of their full-time sailing instructors, Jamarly Meade, who succumbed very suddenly to an aggressive form of leukemia at the age of 22. An accomplished Laser sailor (he qualified as RYA Instructor at UK Sailing in Cowes), Jamarly was a key part of the recently launched Antigua National Sailing Academy and was frequently invited to crew during regattas on iconic yachts, including *Leopard 3* and *Rebecca*. Deeply involved in all aspects of the Antiguan yachting community, Jamarly will be missed.

KEES STAPEL

John A. Smith aboard the *Mermaid of Carriacou* writes: One of the boons of this 'sea-gypsy' lifestyle that I have lived for the past 42 years is the great diversity of people I have met and often befriended. I have known people from dozens of countries and a hundred professions — doctors, fishermen, lawyers, scientists, cooks, writers, poets, painters, teachers and even an occasional 'Indian chief' — but I have never met anyone else quite like Kees Stapel.

Kees was foremost a sailor and a happy man. But more importantly he was my friend. Kees was everyone's friend. He loved people. He loved women and children and people from all walks of life and he affected everyone who ever met him, and that is thousands of people from all over the world. Kees became their friend and teacher and confidant, and often, with women, their lover.

But one thing Kees was not was overbearing. Euphemistically speaking, for Kees, life was never a "pissing contest". He never had to brag or tell a lie. Kees, like Popeye, was just what he was, and maybe — well, no, definitely — a hell of a lot more.

Kees was perhaps a bit 'touched', but divinely touched, and as a consequence he was always a bit magical… and he did it without even trying. He was one of the most sensitive and at the same time brutally honest people I have ever met. I will assume this applies to most who knew him, and his legacy still affects us. Even though we mourn his passing, he is still with us — and that is why I will not, I cannot, write an obituary about him. Rather I will write this small "orbituary", because that is what he was and always will be: in orbit somewhere! To paraphrase Neil Young, "He sleeps with angels; he is always on someone's mind", and so can never really be gone. He will always be with and among those who knew and inevitably loved him. I celebrate his life and my good fortune for having known him.

Kees was born in Rotterdam, Holland in the early 1930s and grew up under the heel of the Nazi occupation. Like many of his countrymen, he went to sea as both a profession and an escape from a world that had gone completely mad.

I met him in 1972 when he had just finished a multiple-year stint as captain of the famous Dutch schooner *Blue Peter* in St. Maarten. Prior to this he had been the epitome of the clean-cut, well-groomed, four-stripe yacht captain working as both an advisor and agent for many shipping firms in Miami, but the 1960s and '70s changed a lot of us, including Kees. He became the ultimate Caribbean boat hippie and, in the manner of Bernard Moitessier, chose happiness and peace over economic gain. He let his hair and beard grow and often as not when aboard was naked. He bought the old Piver Nimble catamaran *Sunset* from the dock in St. Maarten, renamed it *The Wizard of Id*, and set out on his own personal odyssey of self-discovery — and what a journey it became! Most people in the Caribbean remember him from this period. He later bought the sloop *Argonaut* and with it singlehanded around the globe, completing his voyage when he was well into his 60s.

Returning to Florida he hit a reef in the Bahamas and lost the boat, but Kees had made too many friends to be left on the beach and so soon found himself aboard a small wooden cutter which he renamed *Lady Hoppy* in memory of his mother. It was while aboard this vessel that he met the Great Pilot who ultimately led him across the final bar and into his last port. As Kees enveloped us in his love and friendship it seems right that he spent his last few years enveloped aboard a vessel that represented for him the shelter and love of his mom. Just as she so many years before had brought him into the world, I would like to think that her spirit eased his way into a better one. Kees was one of a kind and I know he is still here in orbit. So take care, Brother Man — I love you.

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2010 Yacht Industry Security Conference

The Maritime Security Council will host its 2010 Yacht Industry Security Conference at the Yacht Haven Grande Marina in St. Thomas, US Virgin Islands on December 7th and 8th.

The focus of this event is to identify security "best practices" appropriate for application to the yachting industry, and to reduce opportunities for this sector of the maritime industry to serve as a vector for the successful introduction of threats into the yachting marina host countries.

The MSC, established in 1988, is a non-profit, member-driven organization representing maritime industries throughout the world. Its mission is to advance the security of the United States and the international maritime community by representing maritime interests before government bodies; acting as liaison between industry and government; disseminating timely information; encouraging and assisting in the development of industry-specific technologies; and convening educational and informational conferences.

For more information visit www.maritimesecurity.org/meetings.html.

New Tobago-New York Flight

Planning a crew change or family visit in Tobago? A new Caribbean Airlines flight between New York's JFK Airport and Tobago's Crown Point International Airport will begin on December 12th. Caribbean Airlines flight BW529 will depart JFK every Sunday at 2:35PM and arrive at Tobago's Crown Point International Airport at 7:30PM. Flight BW528 will depart Tobago at 7:35AM, arriving JFK at 12:40PM, allowing for connections throughout the US and Canada.

For more information visit www.caribbean-airlines.com.

Fair Winds, Jack!

Jack Dausend, a 20-year resident of Trinidad, is retiring and moving to Arizona, USA to live closer to his family. Jack was the editor and publisher of the annual *Boaters' Directory*, which recently completed its 15th year. He also started the popular monthly *Boca* magazine, which ran for ten years, as well as being the long-time Trinidad & Tobago agent of the *Caribbean Compass*.

This will actually be the third retirement for Jack. The first one was in 1982 when he left his engineering job in California and sailed to Hawaii for the good life with a co-owner of a 32-foot sailboat called *Wind Psalm*. After six months his partner missed the rat race and flew back to the States, leaving Jack to sail singlehanded back to San Francisco where he resumed his old job and bought the boat outright. His second retirement came in 1985 when he met his sailing partner — later his wife — Cathryn, and left to go sailing again until he resumed work in Trinidad in 1995.

Jack first came to Trinidad in 1990, this being his first Antilles port of call, having come east from Cartagena, Colombia via Venezuela. Arriving just before Christmas and Carnival, Jack and Cathy entered thoroughly into the Carnival experience. This love of Carnival led Jack many years later to put on Carnival seminars to introduce new yachties to the many activities and encourage them to join in.

For the next three years, Jack and Cathy continued to travel between Trinidad and Bonaire, always coming back for Carnival. In 1995 Jack was approached by TIDCO (now known as the Tourism Development Company) for his help in putting together a directory for the increasing numbers of foreign boaters who had begun to discover Trinidad. Being an experienced international sailor and very familiar with Trinidad's business community, mainly in Chaguaramas, Jack was in a unique position to help set up a very helpful guide for visiting yachtsmen. He quickly became a familiar figure while he walked around town and to all the marinas and contractors, wearing his red cricket hat. After many happy years living at anchor at TTSA, Jack and Cathy swallowed the anchor and moved ashore.



Jack Dausend sailed into Trinidad in 1990 and was instrumental in catapulting Chaguaramas to prominence in the international cruising community. Look out, Arizona!

After the first edition of the *Boaters' Directory of T&T* proved to be a success, TIDCO turned it over to Jack, who then set about learning the advertising and publishing businesses. Having graduated Rensselaer Polytechnic Institute in New York with a degree in Electrical Engineering, he had a lot to learn about publishing but he enjoyed every minute of it with his hands-on approach. Together with his all-Trini staff, he oversaw all the artwork, layout and printing of the *Directory* and later the *Boca*.

At the age of 77, Jack now is assuming this will be his last retirement — but who knows! We wish the best of luck to Jack and Cathy in sunny Arizona.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Ti Mange restaurant of St. Lucia, on page 36; and Inboard Diesel Service of Martinique, in the Market Place section, pages 43 through 45.

Good to have you with us!



BUSINESS BRIEFS

New Beach Bar/Restaurant in St. Lucia



Halfway down the west coast of St. Lucia on the popular Anse Cochon Beach is the new addition to the picturesque Ti Kaye Village Resort: Ti Manje restaurant and bar. As the name suggests, they serve tasty and simple foods for both visiting yachtsmen and local boaters. A stop at Ti Manje Restaurant on the way to the Pitons from Rodney Bay in the north is just what the doctor prescribed for the weary sailor.

Mooring in the clear pristine waters of the bay is simple and safe, and the restaurant's burgers and fries, salads and fish dishes, not to mention ice-cold beers and cocktails, are all reasonably priced. Ti Manje does boatside orders, too, which can be arranged by calling the restaurant directly at 456-8118 or via VHF channel 16.

Ti Manje offers a waterfront dining experience at a price you can afford, from 1000 hours to 1700 hours every day.

For more information see ad on page 36.

Just Because Summer's Over…

Summer is over, but that's no reason to forget about insuring your yacht.

Offshore Risk Management offers customized insurance coverage, personal claims service, expertise since 1972 and lower insurance costs. *For more information see ad on page 9.*

Insurance Consultants of Grenada Launches Web-Based Policy

An easy to use web-based proposal form is now available on the website of Insurance Consultants of Grenada, www.iclgrenada.com. The form can be filled in on-line and e-mailed back. Their aim is to provide a fast response with competitive terms and conditions using A-rated security (AM Best).

For more information see ad on page 33.

Just Say 'YES'!

YES has started afresh! YES (Yachting Engineering System) of Martinique offers a new look and new products for the 2010/2011 season. Here is a list of their new products: inside/outside waterproof LED lights; solar equipment (new solar panels 130w, MPPT regulators, decorative lights, etcetera); new portable, compact and quiet generators; wind turbines, batteries, and more. Come and see the new products either by dinghy via the Artimer channel, now marked out with green and red beacons, or by car (a big parking area is at your disposal). The new products will be available this month. Open from Monday to Friday, 8:30AM to12 noon and 2:00PM to 5:00PM. Open Saturday mornings during high season.



For more information see ad in the Market Place section, pages 43 through 45.

Better Shipping and Storage Services

To offer you the best services in shipping, business or household storage, inland freight, and courier services, CIRExpress has sealed a strategic alliance with Caribbean Freight Systems/Laparkan, guaranteeing the speed, reliability and efficiency that you demand.

In addition, CIRExpress has just upgraded its automated e-mail cargo arrival notifying service, so you can track in real time the status of your cargo as it arrives in CIRExpress's warehouses.

With weekly sailing from Miami, CIRExpress, based in St. Maarten, now also has a new address in Florida:

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Tel (305) 836-2878, Fax (305) 836-2581
E-mail: mlmeighan@cfsmiami.com / info@cirexpresslogistics.com

For more information see ad in the Market Place section, pages 43 through 45.



Szyjan Named Yacht Broker in Grenada

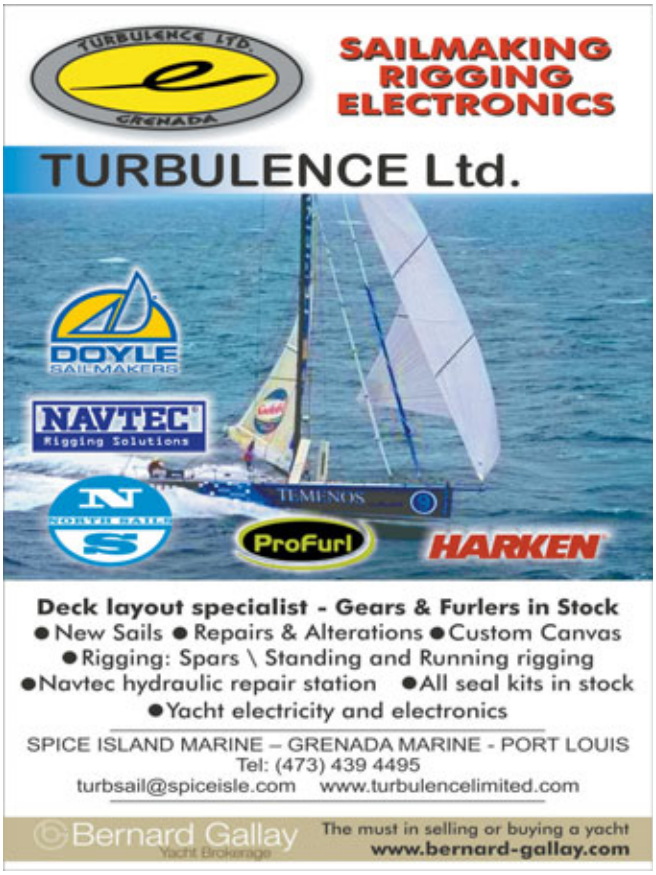
Richard Szyjan is the newly appointed agent for Bernard Gallay yacht brokerage. His office is located in the recently completed Port Louis Marina in St. George's Lagoon, Grenada.

Richard, originally from Larmor-plage in Brittany, has lived in the Caribbean for 20 years and heads Turbulence Ltd. This Grenada-based company, with a staff of 20, provides sailmaking, rigging and electronics services for yachts (see ad on this page).

On your next visit to Grenada, don't hesitate to pay Richard a visit, either at Port Louis Marina, or at the Turbulence shops at Spice Island Marine Services and Grenada Marine.

For more information phone (473) 439-4495 or visit www.bernard-gallay.com.

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UKHO Drops Caribbean Chart Folios

According to the September 8th edition of the Royal Yachting Association (RYA) newsletter, the United Kingdom Hydrographic Office (UKHO) has announced plans to restructure the Admiralty Leisure product range. This will involve phasing out, from this month, a number of charts including the Admiralty Leisure Folios for the Caribbean Sea.

Also to be phased out this month are other non-UK and Ireland Admiralty Leisure Folios, Admiralty Leisure Editions (excluding SC2036, SC2045, SC2656, SC2669 and SC808, which will be withdrawn from summer 2011), Admiralty Leisure Tough Charts, and the RYA Chart Plotter.

Stuart Carruthers, RYA Cruising Manager, says, "We are naturally very disappointed by this announcement. By discontinuing the Small Craft Editions the UKHO are pulling the very charts that support the leisure sailor. These charts are lightweight and easy to use and provide detailed information for localized areas."

"The increase in use of digital charts, and a rise in print costs have made it a lot harder for companies to produce cost-effective paper charts; if there are not sufficient sales then it becomes harder to sustain profit margins and production levels," Steen Ingerslev, RYA Publications Manager, explains.

St. Lucia's Baywalk Mall Now Open

When you come to St. Lucia you now have more shopping options. The much anticipated, much talked about Baywalk Mall in Rodney Bay Village is now open, complete with the convenience of a five-storey parking lot. A soft opening was held on October 1st, with 20 of the 70 stores opening their doors to customers. The outlets include new-to-St. Lucia MAC (the international cosmetic brand), US Polo and Nine



West, branches of Castries-based stores Access and Taxi, and Digicel, Courts and M&C Drugstore. Another highlight of the mall is the GL Foodmarket, which has been marketed as offering a wide selection of American brands and products that were formerly unavailable via the existing grocery outlets on the island. The modern decor is a conversation piece all its own when meeting friends for an afternoon espresso or evening drink.

Rodney Bay Marina Prepares For 25th Anniversary ARC

On November 21st, the Atlantic Rally for Cruisers (ARC) sets sail for St. Lucia from Las Palmas, Grand Canaria, marking the 25th anniversary of the event. On that same day in St. Lucia, a commemorative ARC flotilla of local and visiting boats will set sail from Castries Harbour to Rodney Bay Marina, as part of IGY's promotional activities for ARC 2010. On arrival at the Marina, the partying will begin.

For the last 20 of the past 25 years of ARC, St. Lucia, and specifically Rodney Bay Marina, has hosted the thousands of participants who have participated in this event, and provided docking, security, services and entertainment throughout their stay — which in many cases took in the Christmas season and well into the New Year, too. As a result, Rodney Bay Marina has become known as the "Home of the ARC", an accolade the marina highly appreciates for a job well done.

However this year will be different: "Bigger and better," says Portia Mogal, IGY Marina's Marketing, Sales and Events Manager. This year's celebration will feature a Village Theme and focus on local culture and music. The ARC Village will be constructed on the new Boardwalk along the water's edge to showcase the beautiful features of the Marina, including the lighting of the mega-yacht berths.

The Village will open from the 10th to 17th of December, directly after arrival of the first ARC boats. Vendors in the village will be offering locally made products such as glass works, hand-carved masks, soaps, jams, Lucian expression T-shirts and much more. Other vendors will provide local delicacies including crab backs, accras, bakes and cocoa-tea, while the permanent tenants of the Marina will continue to provide the goods and services they are famous for. Cultural entertainment will be of a local flavour, with groups such as the Helen Folk Dancers, masqueraders, drummers, fire-eaters, and students of the School of Music already slated to perform on the docks and at business premises. Local bands Fourth World, Off Island, Groove and TEM have agreed to make appearances. All that's needed now are the crowds!

At the time of writing, Windward Islands Breweries, Digicel, St. Lucia Tourist Board, and St. Lucia Yacht Club have come aboard with sponsorship, and discussions are well afoot with others to join in the effort. However IGY Rodney Bay Marina would like to see more local participation as St. Lucia attempts to take a bigger slice of the yachting industry pie. Says Portia Mogal, "ARC is St. Lucia's biggest yachting event to date, and its success is vital for the continued thrust in this ever-developing industry."

Mega-Yacht Repair Facility for Guadeloupe

International Marine Management, (IMM), a company formed in 2007 to specialize in the management of refit projects for yachts of 80 metres (262 feet) and longer, has won a competitive bid to develop a new mega-yacht repair and refit centre in Guadeloupe. The bidding was held from October last year. "Some ten international companies responded," says Marc Gautier of the Guadeloupe Port Authority. "The aim of the bid was to upgrade facilities in Guadeloupe for larger yachts."

Located at Pointe-à-Pitre, the new facility will have a 300-metre (984-foot) deep-water quay meeting ISPS standards, and eight buoy moorings for yachts up to 130 metres (427 feet). The site includes a large hangar with office and related workshop space. There, IMM can provide any repairs afloat and will also provide all necessary services for the vessel, officers and crew.

For contracts requiring drydocking, the company will have access to the 140-metre (459-foot) drydock in Martinique, but it is hoped that by early 2011 a new floating dock able to accommodate yachts up to 46 metres (150 feet) will be available in Guadeloupe.

IMM's facilities in Guadeloupe are literally in the middle of where the boats will arrive at the finish of the 2010 Route du Rhum transatlantic race in early November.

For more information visit www.imm-yachting.com.

NEXT time you dock in St. Lucia at either Rodney Bay or Marigot Bay, you might be pleasantly surprised to find an upgrade at those marinas in the supply of food and beverages. A seminar held in mid-September, hosted by The Marina at Marigot Bay in collaboration with Marine Industries Association of St. Lucia (MIASL) and the St. Lucia Hotel and Tourism Association (SLHTA) focused on the improvement of yacht provisioning with special emphasis on the larger yachts.

The purpose of the seminar, which was attended by 50 delegates from the sectors of agriculture, fishing, wholesale and retail grocery outlets, importers, shippers, and Customs and Excise, was to improve the quality of food and beverage provisioning to the island's yachting market. To accomplish this, steps include educating and sensitizing stakeholders in the private and public sectors, defining the existing and potential market more clearly, recognizing business opportunities for the private sector and identifying public sector measures that will enhance the market.

St. Lucia Seminar: Provisioning is Key to Building Yacht Tourism

by Shayne Perri

The Consultant Director of Yachting for St. Lucia, Cuthbert Didier, says, "The seminar's main focus was to deal with provisioning and to bring all the parties together. That includes all the service providers, including Customs and the Ministry of Agriculture. We have done a great job in building the infrastructure, now we need to improve on the services — and provisioning is a key one."

St. Lucia has been able to host yachts over 80 feet since the latter part of the 1990s. The infrastructural upgrade to the IGY Rodney Bay Marina in 2007 encourages mega-yachts to spend not just a few nights in port, but to base themselves here for the entire November to May season. For persons who do not yet view the yachting sector as a bona fide part of the tourism industry, an analogy to consider is that yachts are like floating hotel rooms and the marinas are the concierge, therefore marinas should be outfitted with everything from basic information to high-end food and beverage provisioning as a range of amenities that should be on hand.



Since the 1960s, when yachtsman Walter Boudreau opened the Hurricane Hole Hotel, Marigot Bay has been growing. The Marina now offers 32 slips and 20 moorings

In the tourism industry in general, basic information is valuable, like the location of the nearest supermarket or where to buy fresh fruit. These are the things that not only the guests on the visiting cruising yachts would like to know, but also the crewmembers of the charter and mega-yachts. A 350-foot vessel has a crew of some 42 members and their economic spillover into the local economy — namely the patronage of restaurants and bars — is another spin-off of this water-based tourism product.

McHale Andrew, the Executive Vice President of the SLHTA, spoke on the economic strength of the yachting sector: "I made the point in stating that what tourism does, is it expands markets. With respect to yacht provisioning, the evidence is very strong that the yachting sector has been increasing its overall share of the tourism market in St. Lucia but also has been the fastest growing sector within tourism. Even in 2009, when we had very sluggish overall tourism arrivals (a 5.8 percent decline), yet in the yachting sector we had an increase of over 20 percent in that same year."

This 20-percent increase in yachting arrivals he is referring to is for the IGY Rodney Bay Marina exclusively. Other statistics to justify the St. Lucian yachting product are a direct contribution to GDP of US$40 million, with 130 businesses directly involved, 450 persons directly employed, 700 persons indirectly employed and the linkage with all aspects of the economy.

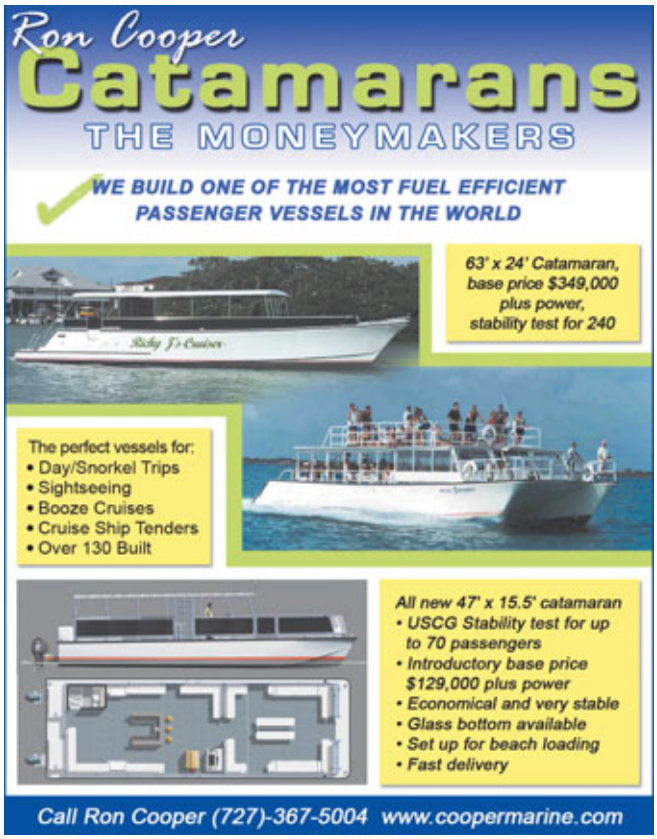
St. Lucia's yachting product includes many highlights, which makes the island a great locale for berthing. It has spectacular geography and excellent infrastructure including marina facilities and hotel resorts, and well-placed special events on the St. Lucian calendar including St. Lucia Jazz in May and St. Lucia Carnival in July.

Despite the positives, there are challenges that the St. Lucian yachting sector is facing. In addition to the ability to provision the yachts, which is being tackled head on, there are bureaucratic and administrative procedures — not only in the importation of goods, but also Immigration-wise — which restrict St. Lucia from becoming a major southern charter base in the Caribbean.

Bob Hathaway, the manager of The Marina at Marigot Bay, says, "St. Lucia is the fastest growing yachting destination in the Eastern Caribbean and attracts all sizes and types of yachts from participants in the Atlantic Rally for Cruisers up to the largest mega-yachts afloat today. This growth provides an opportunity for the farmers and fishers of St. Lucia to use our wonderfully fertile lands and seas to provide the highest quality produce to these yachts and add to their yachting experience with real Caribbean food and drink."

Yachting officials acknowledged that St. Lucia is at the infancy stage of the mega-yacht industry, but this should be used as an advantage, particularly when it comes to creating strong linkages with the local agricultural supply chain to minimize the level of imports required. And it is this marriage between agriculture and tourism that is necessary for the improvements to food and beverage provisioning aimed at increasing the number of mega-yachts and other yachts that use St. Lucia as a base.







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CARIBBEAN ECO-NEWS

France and Netherlands Declare Caribbean Whale Sanctuaries

The official establishment of two new marine mammal sanctuaries in the Caribbean has been announced. One is located at the Saba Bank and the other comprises the territorial waters of the islands of Martinique and Guadeloupe.

The announcements were made at the combined 14th Intergovernmental Meeting on the Action Plan for the Caribbean Environment Programme and 11th Meeting of the Contracting Parties to the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region held in Montego Bay, Jamaica in early October.

France reconfirmed the establishment of a Marine Mammal Sanctuary in a maritime zone of 138,000 square kilometers. This sanctuary is named "Agoa", in honor of the mother of the spirit of the waters in Amerindian tradition, Maï d'Agoa.

The Netherlands Antilles stated that they were developing a management plan within their established Marine Protected Areas, of which the most recent is the Saba Bank, that would permit that part of the region to conclude a joint marine mammal sanctuary initiative with France.

These joint initiatives and that of the Dominican Republic's Silver Bank Whale Sanctuary will considerably enlarge safe havens for marine mammals and other forms of ocean life in the Caribbean.

Turtles Released in Carriacou MPA

In September, two mature hawksbill turtles, caught in a lobster net in Carriacou waters, were purchased by Kido Foundation for release inside the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA).

The Kido Team, which acts to preserve ecosystems and encourage eco-tourism in the Southern Grenadines, examined the turtles for wounds, then measured and tagged



Off you go! Well-wishers in Carriacou free a hawksbill turtle

them before release. Data collected are passed on to the Barbados Sea Turtle Project (www.barbadosseaturtles.org) and the Grenada Fisheries Department. To date Kido Foundation has rescued, tagged and released 287 endangered sea turtles. Specimens tagged in Carriacou have been found in North Carolina, Guadeloupe and Nicaragua.

Lumbadive PADI Resort, a dive center located in Harvey Vale, Carriacou, assists Kido Foundation by providing a boat captain and the speedboat for the release of the animals in deep waters.

Presently, a hawksbill turtle named Charlie, carrying a satellite electronic tag, has been cruising the Southern Grenadines. Anyone who spots Charlie is asked to take photos, if possible, and to report to the Kido Foundation at (473) 443-7936 or marina.fastigi@gmail.com, specifying where Charlie was seen. The public should know that electronic tags on turtles have no commercial value whatsoever. Satellite tags provide researchers with crucial data of their wide ocean travels of nesting turtles, to better comprehend the life cycle and range of these magnificent sea creatures. Fishers are asked not to catch Charlie!

For more information on Lumbadive see ad in the Market Place section, pages 43 through 45.

Turtles Released in Union Island, Too

On October 3rd at dusk at Belmont Beach on Union Island, local students and tourists marveled as baby hawksbill turtles made their way down the sand and commenced their journey out to sea.

When sea turtles hatch, their first instinct is to head towards the natural glow of the open ocean horizon. But with human development on and around beaches it's now a common problem that turtles and their hatchlings become disoriented and wrongly follow artificial lighting which leads them onto roads, pathways and into bars and hotels.

The chef at the Bougainvilla Hotel, Marcia Richards, described that this is what recently happened with 15 hatchlings. "Some local children found the baby turtles wandering around and they brought them to us at the hotel. The staff immediately took the turtles into their care and were happy to mind them until they could be released."

Currently working on Union Island for the Tobago Cays Sea Turtle Assessment, Emma Doyle, representative of the Wider Caribbean Sea Turtle Conservation Network (WIDECAST) explained, "After they hatch, sea turtles make a dash across the sand. It's important that they get to run down the beach, as we believe this helps to set their internal compass so that they know where to return to lay their own eggs. We want to ensure that they come back to these waters in future.

"The tiny turtles then go through a swimming frenzy for a couple of days to reach the open ocean where they hide in amongst floating seaweed and start feeding. They live for many years at sea and then, when they're about 30 centimetres long, they return to coastal waters and we'll start to see them feeding in places like the protected reefs of the Tobago Cays Marine Park."

WIDECAST presented the hotel staff and Union Island Secondary School with books and other teaching materials about sea turtles. Geography teacher Marcus Wilson was present at the release with his students and commented, "When these turtles come back to nest on the same beach in 20 or more years' time, those of you who are students now will be responsible for ensuring that that there is still a suitable beach here for the turtles to find."

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Critically endangered by unsustainable levels of use and the loss of habitat, hawksbill turtle populations worldwide have been reduced by more than 80 percent over the last three sea turtle generations (the equivalent of about a hundred years).

Ms. Doyle described that beachfront hotels, bars and homes can make small changes in their lighting to help stop hatchlings from getting disoriented. Low-pressure sodium vapor lights are yellow rather than white and are more "turtle-friendly". Angling the direction of lights or shielding them so that they aren't visible from the beach also helps hatchlings to start their lives safely. Similarly, motion sensors that switch beachfront lights on only when people are around save money, reduce coastal lighting, and help save turtles.

Anyone finding disoriented hatchlings should place them in a bucket with some damp sand (not water) in the bottom. On Union Island the public can call staff of TCMP, Grenadines Dive or the Environmental Attackers, who will help to release the hatchlings safely at a suitable, dark beach. In other parts of the Grenadines, contact the Fisheries Conservation Officer and WIDECAST Country Coordinator Lucine Edwards on (784) 456-2738.

For more information about sea turtles and how to help them survive visit www.widecast.org.

Barbados Turtle Project Trains Tobago Cays Staff

The Tobago Cays Marine Park (TCMP) recently took part in an international training workshop convened by the Wider Caribbean Sea Turtle Conservation Network (WIDECAST) and the Barbados Sea Turtle Project (BSTP). Designed to share Barbados' sea turtle expertise with staff and partners of the TCMP, the workshop was funded by the Protected Areas and Associated Livelihoods Project of the Organisation of Eastern Caribbean States to develop capacity in the TCMP to conduct sea turtle population assessments.

University of the West Indies Professor Julia Horrocks, Director of the BSTP, commented, "Barbados has achieved quite a lot of success in protecting its sea turtles, and we are always pleased to share what we've learned with colleagues from other islands. Because sea turtles move freely between Barbados and St. Vincent & the Grenadines, it's important that we all work together to ensure their survival."

The workshop provided an opportunity for the TCMP trainees to learn from BSTP staff about the various techniques used to catch sea turtles for research and census purposes. During fieldwork, trainees tagged and measured the hand-captured turtles, practiced filling out standardized reporting forms, and released the endangered animals back to the sea. Trainees also accompanied BSTP staff on nightly beach patrols to document sea turtle nesting and hatching, which peaks at this time of year.

Dr. Karen Eckert, Executive Director of WIDECAST, which is an international scientific network comprised of sea turtle experts, natural resource professionals and community-based conservationists in more than 40 Caribbean countries (including Barbados and St. Vincent & the Grenadines), noted that "Barbados was selected to host the training workshop because the research conducted there is an excellent example of a professional, long-term approach to sea turtle population monitoring — it's exactly the kind of thing we'd like to see implemented throughout the Caribbean, and especially within the boundaries of the region's marine protected areas."

In addition to scientific techniques, workshop participants discussed threats to sea turtle survival and shared ideas about how to reduce these threats, which range from the illegal hunting of sea turtles and poaching of eggs to pollution and the loss of nesting habitat due to coastal development. Strategies for successfully increasing public awareness of the protected status of sea turtles were also shared.

According to Olando Harvey, TCMP Marine Biologist, "The workshop was extremely valuable because it focused on practical approaches to management issues that we all face, including limited resources and a lack of public awareness. It was useful for us to gain first-hand experience in Barbados to share practical ways to solve common management issues."

For more information about the Barbados Sea Turtle Project visit www.barbadosseaturtles.org.

For more information about the Tobago Cays Marine Park contact Olando Harvey on (784) 485-8191.

Bequia Businesses Join Coastal Cleanup Day

Supported by PADI Americas, the annual International Coastal Cleanup Day reaches more than 15,000 volunteers in more than a hundred countries throughout the world.

The Bequia diving community, local companies including Tradewinds Cruise Club, and residents celebrated International Cleanup Day on September 25th by contributing to marine debris data collection. Dive Bequia asked the local businesses help to target underwater and shoreline debris. Project AWARE Foundation, a non-profit environmental organization, spearheaded the cleanup events. Polly Philipson, Dive Bequia Cleanup Organizer, said, "This year we found suitcases, microwaves, building materials and an ironing board amongst lots of plastic items and fishing line. By



Divers display their Project AWARE Certificates of Recognition for clean-up participation

bringing water-based businesses together we can take care of the oceans that provide us with work, play and happiness."

Every year an estimated seven billion tons of debris enter the world's oceans. Annually, nearly one million birds are killed by aquatic litter and an estimated 100,000 marine animals, including dolphins, whales and sea turtles, choke on or get tangled in debris.

Project AWARE inspires thousand of divers to be ambassadors for the underwater world. A continued drive for strong consistent data is the key to help inform, reform, educate and legislate.

If you're interested in participating in marine clean-ups and contributing data to the Global Marine Debris Index, contact cathy@bequiadive.com or phone (784) 458-3504.

For more information on Project Aware visit www.projectaware.com.

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REGATTA NEWS

Royal BVI Yacht Club Back to School Regatta

On September 25th, the Royal BVI Yacht Club held its annual 'Back to School' regatta, staged at Nanny Cay Marina, Tortola, for the first time. The racing was split into two fleets, Advanced and Green, with a total of seven races run. Green Fleet was won by Julian van den Driessche and runner-up was Skyler Anspacher; both are from St. Thomas Yacht Club. Advanced Fleet was won handily by Colin Brego, with runner-up Scott Mckenzie, both also from St. Thomas.



Back-to-school time is fun — when you race dinghies in the Virgin Islands!

For more information visit www.rbviyc.org.

Colin Rathbun Wins Pete Sheals Regatta for Record 4th Time!

The annual Pete Sheals Memorial Match Race Regatta, hosted by the Royal BVI Yacht Club on October 2nd and 3rd, was won by Colin Rathbun of the BVI. His team defeated William Bailey's St. Thomas team in the final, 2-0. Third place went to Andrew Waters and his team, also from the BVI.

The ninth running of this invitation-only event was raced in one-design IC24 keelboats, with entries this year from the USA, St. Thomas, St. Croix and the BVI. Racing was just off Nanny Cay Marina, providing an ideal vantage point for spectators. The weather was kind, with varying wind conditions to challenge the crews. There were no weather delays, and the round-robin qualifiers were raced all day Saturday and Sunday morning, leaving four qualifiers for the semi-finals: Rathbun, Bailey, Waters and Leo Vasiliev of the USA.

The best of three races resulted in further elimination for Waters and Vasiliev, with Waters winning third place. This left Bailey and Rathburn, the two highest scorers in the round robins, to duel for first.

For next year's tenth anniversary of the race, the RBVIYC hopes to attract more teams to build upon the great success of this year's event.

For more information visit www.rbviyc.org.

Route du Rhum Transatlantic Race Sets Sail

The Route du Rhum transatlantic race is held every four years and is one of the highlights on the French yachting calendar. More than 80 skippers will be competing this year in the 3,500-mile solo race from St. Malo, France to Guadeloupe. The ninth edition of the Route du Rhum was scheduled to depart on October 31st.

For more information visit www.routedurhum-labanquepostale.com.

The Golden Rock Regatta 2010 Changes Course

After consulting with local sailors, charter companies and sponsors, organizers of the Golden Rock Regatta 2010 have decided not to sail the northern route from Anguilla to St. Barth's, but instead to sail up the Anguilla Channel, passing between Tintamarre and St. Martin en route to Gustavia, St. Barth's. Officially the Golden Rock Regatta has four races going from island to island. Participants from the surrounding islands are invited to join in at any point of the regatta. This year's event takes place from November 13th to 17th.



First salute. The regatta memorializing this event sails from St. Maarten to Anguilla, St. Barth's and Statia

For the first time, a team from the island of Statia will take part in the Golden Rock Regatta, which was founded to highlight the historical ties between the US and St. Eustatius (Statia). During the American Revolution, the brigantine *Andrew Doria* brought a copy of the Declaration of Independence to St. Eustatius, receiving the first-ever salute to the United States flag by a foreign power when she arrived on November 16th, 1776. Team Statia is being supported by the Tourism Department of the island.

For more information visit www.goldenrockregatta.com.

St. Lucia to Celebrate the Start of the ARC, Too!

A symbolic celebration of the official start of the 25th Atlantic Rally for Cruisers (ARC) will be held in St Lucia on November 21st — a fun flotilla sail from Castries Harbour to Rodney Bay Marina, with everyone welcome.

Meet in Castries at 9.30AM. There will be complimentary post-flotilla drinks and snacks at The Boardwalk Bar in the marina for up to six crewmembers per boat; if you have more crew, you can purchase extra tickets.

Free registration! Put the following details as a comment on this Facebook event or e-mail to arcflotilla@gmail.com: name of boat, details of boat, skipper's name and cell number, and number of crewmembers.

—Continued on next page

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Skippers' Briefing and ticket distribution takes place Friday, November 19th at 6:00PM at The Boardwalk Bar.

For more information phone Danielle at (758) 718-5010 or Portia at (758) 724-7609, or e-mail arcflotilla@gmail.com.

La Course de L'Alliance 2010

Marina Fort Louis presents La Course de L'Alliance from November 26th through 28th this year, an initiative of Marina Fort Louis in St. Martin to cement the alliance between St. Martin, St. Maarten, St. Barth's and Anguilla.

For the sixth consecutive year, four yacht clubs will work together to organize the regatta, which will start and/or finish at each of the clubs. One of the great things about this regatta is the camaraderie and fun at each finish location.

There is a new on-line entry system for this year's Course de L'Alliance at www.coursedelalliance.com — the earlier you enter the easier it is for the organizers to finalize the classes!

'Conch Republic Navy' Heads for Jamaica Next Month

A flotilla of some 50 boats, dubbed the Conch Republic Navy, is expected to arrive in Port Antonio, Jamaica on or about December 23rd. The Conch Republic Navy Flotilla Sail Along is designed to allow both seasoned and novice passage-makers to travel flotilla style from Key West, Florida to Jamaica. The fleet sets sail from Key West on December 9th. En route, the flotilla stops for three days in Georgetown, Bahamas, departing for Port Antonio on December 17th. Following arrival in Jamaica, a host of events are planned, including a New Year's Eve gala on the cruise ship pier.

For more information contact sailaway@schoonerwolf.com.

January Excitement: Grenada Sailing Festival 2011

The Grenada Sailing Festival 2011 will take place with yacht races from January 28th through February 1st and workboat races from February 4th through 6th. Once again, Camper & Nicholson's Port Louis Marina will be the yachts' Home Port for the Grenada Sailing Festival, with special docking deals for regatta participants.

No boat? No worries! Charter options are available for racing and cruising classes.

Some of the most exciting sailing in the Southern Caribbean happens at this regatta. Join it in 2011! On-line registration is now open at www.grenadasailingfestival.com.

For more information see ad on page 12.

RORC Caribbean 600: On-line Entry Now Open

Online entry opened October 1st for the third edition of the RORC Caribbean 600, and a serious line-up of offshore racing boats has shown interest in the race, which starts in Antigua on February 21st, 2011.

"This race is firmly on the calendar for those boats that enjoy offshore racing," said Royal Ocean Racing Club (RORC) Chief Executive, Eddie Warden Owen. "Many boats are using the ARC race, which starts in November, as a way of crossing the Atlantic in time to participate in this regatta."

Italian Danilo Salsi in his Swan 90, *DSK Pioneer Investments,* is racing the regatta for the third time. "The RORC Caribbean 600 is the best offshore race in the world," said Danilo after winning the Maxi Division of the recent Rolex Swan Cup in Sardinia. "The race has everything to offer: wind, warm water, lots of islands to round, beautiful scenery and even an active volcano. With cold weather in Italy in February, it's the perfect time for us to race in the Caribbean, and we are looking forward to it."

For more information visit www.caribbean600.rorc.org.

Grenada South Coast Regatta Set for February

Based at Le Phare Bleu Marina on Grenada's beautiful south coast, the Grenada South Coast Regatta 2011 will take place from February 25th through 27th.

There will be racing under the IRC rules in the following classes: Spinnaker, Non-Spinnaker, Catamaran, Fun, Traditional and J/24. This event offers great competition on the water and lots of fun ashore for the whole family.



The crew from Tulaichean II*: Andy Peters, Chris Alexis, Mike Bingley, Lucy Murchie, Jeanie Parr and Gary Adams. Lucy says, 'We came second in all three races in 2010. We had a great time, really enjoyed the courses, and are looking forward to next year!'*

For pre-registration visit www.southgrenadaregatta.com/registration.html.

For more information see ad on page 13.

Caribbean Rallies for 2011

The sixth Route du Carnival rally, starting at Port du Marin Marina in Martinique and taking participants through the highlights of the Windward Islands to finish at the famous Trinidad Carnival, starts on February 27th.

The Transcaraibes rally to Cuba will start in St. Martin this year, instead of in Guadeloupe as in previous years. Organizer Stéphane Legendre explains, "It saves the journey from Guadeloupe, which can be lengthy and uncomfortable, and it also gives more time in St. Martin for preparations, provisioning and shopping for chandlery items duty-free in US dollars." The 12th Transcaraibes rally will begin at the new Marina Fort Louis Yacht Club on April 2nd.

For more information on both rallies see ad in Market Place section.

ATTENTION REGATTA AND EVENT ORGANIZERS: We are now preparing our comprehensive Annual Calendar of Events 2011. Send your details today to sally@caribbeancompass.com — deadline November 31st.





RE-THINK LEEWARD ST. VINCENT

DESTINATIONS

by Ellen Birrell

A flash of light onshore diverted my attention from the foredeck where I wrestled to still the maddening tap of plastic ball against fiberglass bow. In midnight darkness, a man slid onto a surfboard and paddled toward me.

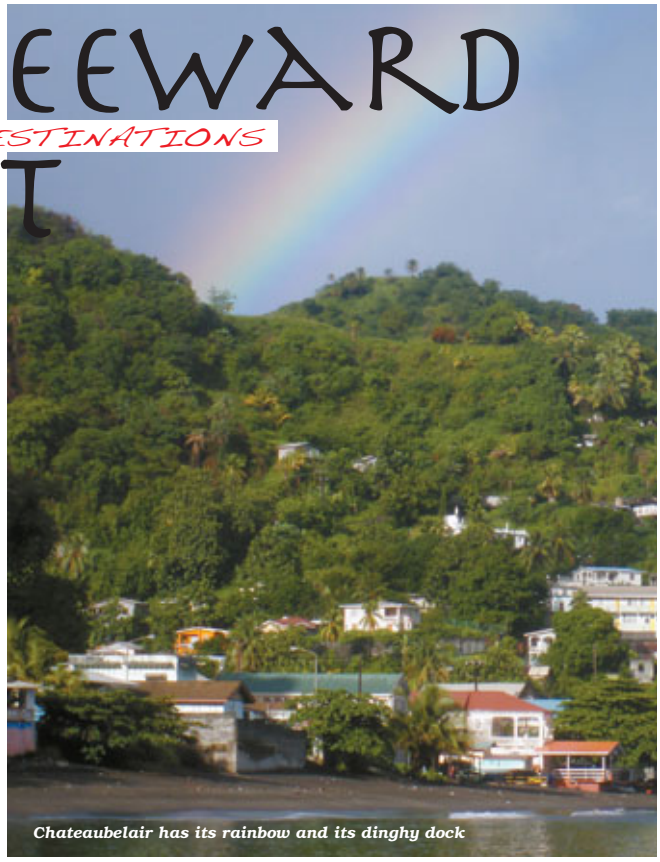
"This could be very good or very bad," I thought. My husband, Jim, and I were on the only yacht in Kearton's Bay, and St. Vincent's reputation, tarnished by robberies, had us on the defensive. Reaching me, the man took hold of our mooring line. "Bring the ball on deck," he said as he strained to lift the ball to me. "Rosi asked me to fix this." It was the soothing voice of Orlando, co-owner of the Rock-Side Café. This January night was during our second pass through St. Vincent since December. We hadn't met him before, but had a positive experience anchoring aside two charter boats on moorings.

This time, Orlando welcomed us into cozy Keartons Bay, south of Wallilabou and north of beautiful Bottle and Glass Rocks of Leeward St. Vincent, introducing himself and describing services available. Succinct and polite, he contradicted the bad-boy reputation that shrouds Vincentian kindness.

Another day, I said to our Swedish hiking partners Henrik, Gustav and Kristo, "Nothing like communing with the Father, Son and Holy Ghost" as we sat awestruck watching Trinity Falls. This supernatural high is a three-hour hike from Chateaubelair through a defunct but not decrepit agricultural college campus into rainforest. Descending wooden stairs, on paths of dark rich soil, one arrives to the mist from triune blasters. St. Vincent, like "Dominica, the Nature Island", has variety: from tame, easy-access Dark View and Wallilabou Falls, and Vermont Nature Trail, to "bring it on" adventure Trinity Falls, Soufriere Volcano and other off the beaten path, jaw-dropping hikes. Their trailheads are within minutes of Chateaubelair, about three miles north of Keartons. (By the way, do not visit the holy place during rainy season. Three Czechs lost their lives this June near Trinity Falls when wet, unstable ground gave way.)

From December 2009, through July this year, we sailed St. Lucian and SVG waters examining harbors and anchorages, and exploring onshore. The etiquette of boat boys in St. Vincent was superior to that we experienced in St. Lucia, where many were annoying "hangers on". Rules prohibiting jet-skis and spearfishing in St. Vincent, as well as their Customs/Immigration policies, were a plus over St. Lucia.

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Chateaubelair has its rainbow and its dinghy dock





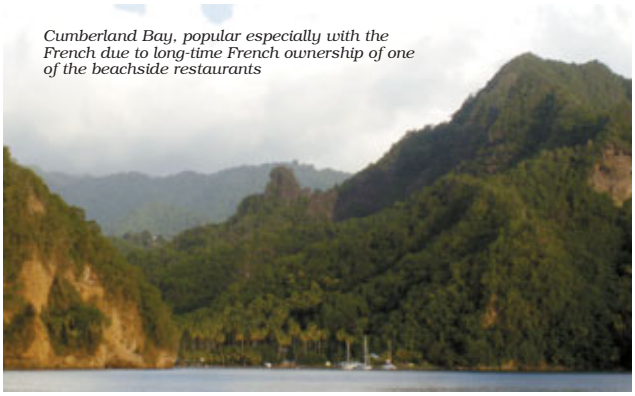
Chateaubelair has its dinghy dock

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A Fresh Look at Security Facts

Before arriving in the Windwards, our 2008/09 *Cruising Guide to the Windward Islands*, our Garmin chart and other cruisers all overtly cautioned against overnight anchoring in Leeward St. Vincent. The 2006-08 crime reports tainted cruisers' desire to include St. Vincent anchorages when traveling north and south along the Windwards. The potency of that reaction continues. No place is perfect, but after weeks in St. Vincent, we believe it is time for other cruisers to take a fresh look.

Are anchorages in Leeward St. Vincent statistically as safe as other southeastern Caribbean islands?



Cumberland Bay, popular especially with the French due to long-time French ownership of one of the beachside restaurants

Endorsed by guidebook icon Chris Doyle, safetyandsecuritynet.com is a reliable source for the Eastern Caribbean. It separates reported crimes against yachts in the region into theft, burglary, robbery and assault, and includes "attempts". A tally of Dominica, St. Lucia, SVG, Grenada and Trinidad data from 2009-2010 shows nine thefts in Tyrell Bay (Carriacou). Closest runner-up was Rodney Bay (St. Lucia) with seven thefts and one attempt. Chaguaramas (Trinidad) and Wallilabou tied with four thefts each. Other Leeward St. Vincent anchorages had zero thefts. Cruiser favorites Admiralty Bay (Bequia) and St. George's (Grenada) were the only anchorages with reported burglaries. Regarding robberies, Prince Rupert Bay (Dominica) had two; Chateaubelair one. Prince Rupert and PSV (Grenadines) had two assaults; Chateaubelair and Clarke's Court (Grenada) one each. "You need to take into account that visitation of PSV compared to Leeward St. Vincent is ten to one," Chris Doyle pointed out. Regarding his new 2010/2011 *Guide to the Windward Islands*: "As far as I am concerned, Chateaubelair is the only anchorage on the west coast of St. Vincent with a major security problem, and the only one we caution against."

—*Continued on next page*



CRUISING GUIDE PUBLICATIONS



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The problem time for Leeward St. Vincent was 2006-08. While nary a theft or burglary was reported, nine robberies and two armed assaults in Chateaubelair rocked the cruising world. Chaguaramas had two robberies/two attempts and three assaults. Chateaubelair suffered while Chaguaramas grew in popularity. Thefts: Tyrrel Bay (Carriacou) had 11, PSV seven and Marigot Bay (St. Lucia) five plus six attempts. Burglaries at three each: Rodney Bay and Soufriere (St. Lucia) and Chaguaramas.

If Chateaubelair is proximal to astounding waterfalls and volcanic hikes, it is also the heart of St. Vincent's *numero uno* cash crop, ganja. Driven by developed countries' demand to buy, come international drug dealers and crack, creating harsher drug deals and hardened criminals. Exacerbated by the UK and US all but curtailing buying Vincentian bananas, which continue to be their number-one legitimate agricultural export, Vincentians grasp for economic opportunities. With the international ties that tourism brings, cocaine is a recent phenomenon for St. Vincent.

Being aware of the criminal element in any destination is wise. Arriving on the Big Island of Hawaii in 2002, days before a business meeting, I referred to a guidebook for volcanic hikes. It warned that you don't want to go bushwhacking around the South Island unawares: "Straying into someone's ganja field, you might not come out to tell about it." Twenty-four-year cruising veteran Jim Hutchinson disagrees: "There is no danger walking about the mountains and farms of Leeward St. Vincent. Problems come with people of little opportunity meeting people of seemingly limitless opportunity and wealth."

When we wanted to see the real St. Vincent, a respected local guide and farmer hiked us through two valleys into what we thought was as glorious as Dominica's Morne Diablotin summit or peaks along the way to Boiling Lake. An hour's bushwhacking brought us beyond the reach of agricultural officials. Perched above vertical rows of ganja, beans, ganja, and more ganja, we marveled at the agricultural feat. Our guide answered questions on planting, harvesting, transporting and marketing. From his heavenly Vincentian throne, our eyes wandered the ethereal landscape, mesmerized by colors and scale. I wondered: Converting from EC to US dollars the annual profit, he told us, is $50,000. Would we begrudge anyone for wanting to make a middle-class income? With the banana market in shambles, what is hard to understand about choosing a thriving marijuana business?

Responding to questions about assault, drug abuse, and crack, an SVG Customs official said candidly: "No, it is not crack that is the problem. Ganja crops run in cycles. After a ganja crop is sold, it takes three months until the next harvest. Sometimes, if a farmer runs out of money, he'll steal from yachts to get by. There are also drug deals gone bad." While there are unprovoked crimes against yachtsman, there are also drug deals run amuck, and sailors who don't behave on shore, provoking contempt.

New Improvements on the Ground

Scroll ahead to 2009-2010: the Leeward anchorages' still waters are deathly quiet. Just as "it takes money to make money", the squeeze of the cruisers' and charterers' *de facto* boycott has created a silent scream of economic paralysis.

What are Vincentians doing about it?

Parliamentary Representative and 2001 founder of North Leeward Tourism Association (NLTA), Dr. Jerrol Thompson, had these remarks related to the robberies and assaults in his district from 2008 to present: "(of the…) three perpetrators, one left the police station during the investigation and took a boat for St. Lucia and is still wanted. The second migrated to North America after his family decided to get him into a new environment. The third is in jail on a seven-year sentence for other crimes.

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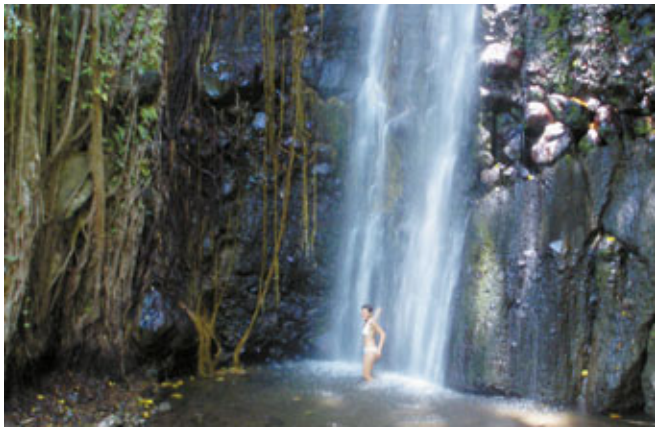
Bringing new meaning to collecting rainwater, Gustav hydrates on a hike to Trinity Falls Inset: When hiking in St. Vincent, look for 'sensitive' plants growing low along the trail. Touch the leaves and they'll fold up temporarily



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"I believe we are way past those days. In early August this year, the Ministry of Tourism conducted a refresher course for tour guides in Cumberland, just north of Wallilabou. Persons from Coulls Hill (between Troumaca and Cumberland) and Chateaubelair attended. There is a brand-new attitude at Cumberland. Chateaubelair Beach is actively patrolled. Pay phones are being placed on these beaches.

"There is a new tour service. Heritage Nature Tours takes customers from the Grenadines wharf in Kingstown to sites in North Leeward including Cumberland, Troumaca Dam, Chateaubelair jetty (for boat rides to the Falls of Baleine), Dark View Falls and Richmond Beach (for trips to La Soufriere volcano). The tour links each group with a trained, certified professional tour guide."



Dark View Falls, a 20-minute walk from Chateaubelair. You'll likely have it to yourselves, as we did

He further explained that in 2003 and 2005, 45 persons were trained in Wallilabou. In 2006 advanced training began. Responding to yacht robbery and theft problems that year, all local police stations were equipped with VHF radios. By 2007, NLTA Chapter "Cumberland Bay Tourism Organization" was formed. A Rapid Response Unit (RRU) based out of the village of Layou began patrolling nightly. "Beach-front service provider" replaced the term "boat boy", and best-practices training, certifications and capturing names into a database were also implemented that year. By 2008, additional RRU bases started in Chateaubelair and Cumberland, and tourism operators were issued certification cards. In 2009, operators and police representatives met in Cumberland. They decided to install land and harbor entrance solar-powered lights, a visitors' center and other improvements. When pressed regarding visitor safety and security at Chateaubelair, since it is a Port of Entry and has the best access to Soufriere Volcano, the Falls of Baleine, and Trinity and Dark View Falls, Dr. Thompson replied, "From 6:00PM to 6:00AM there are citizen patrols working directly with police and RRU to keep Chateaubelair secure for yachts."

When Jim and I anchored in Chateaubelair, middle-aged vendor John told us, "I cannot hang around your boat for more than five minutes. Police on shore are watching." He reminded us that he is mentioned in the Doyle Guide, as he has been trained to do.

Dr. Thompson is also SVG Minister of Telecommunications. He is enthused about rolling out the Global Marine Distress Signaling System in late 2010. GMDSS is an emergency alert device that signals SVG Coast Guard and local police in Cumberland and Chateaubelair. He believes it will be useful for cruisers, charter boats, and fishermen.

Vida Bernard, Director of the SVG Ministry of Tourism: "We recognize the importance of the yachting industry. We realize the onus is on us to meet the yachts' needs. Unlike visitors who come by plane and are greeted first by Customs and Immigration, cruisers' first contact is with waterfront service providers. Since July, 2006, the SVG Ministry of Tourism has supported regular customer-service and tour-guide training and tourism education targeting the North Leeward coast of St. Vincent."

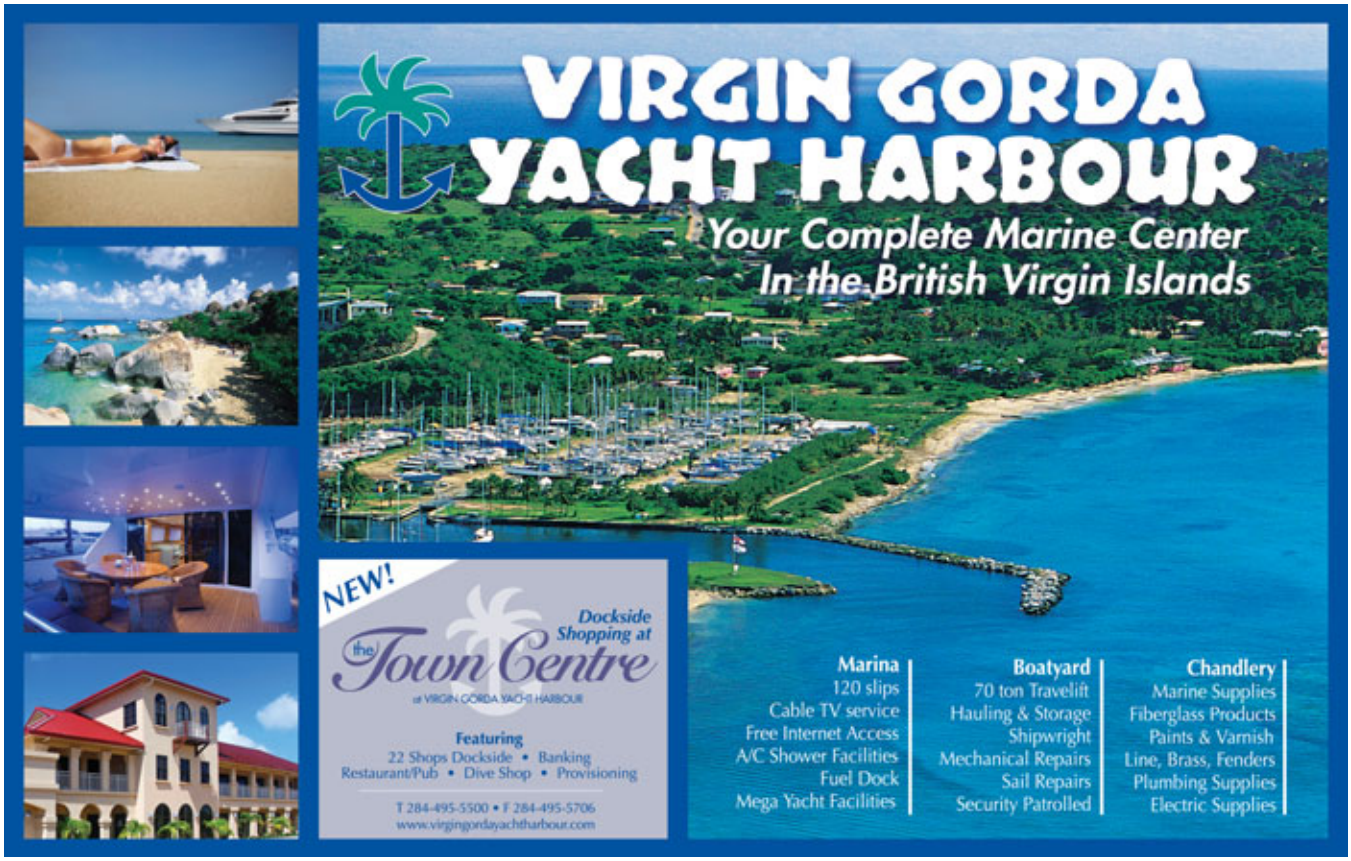
Beginning in August 2010 training included conflict resolution. By 2011, the program will be intensified and expanded into the Grenadines from Bequia to Mayreau. An international airport on windward St. Vincent is scheduled for 2012 completion. Bernard adds, "I believe with completion, we can expect to see more yacht chartering because it will be easier to fly direct from Europe and North America." The Ministry of Tourism has planned meetings with the Police Department, Coast Guard, Immigration and Customs & Excise officials. They've completed a tour of St. Lucia to provide beach-front service providers with first-hand experience of best practices, and conduct annual training in customer service and conflict resolution. Like Dominica, St. Vincent recognizes that easy access to amazing natural phenomena is a strong suit.

Doing Our Part

If we look in the mirror, what can we cruisers do? Researching benefits and risks beforehand is key. On the risk-tolerance spectrum, Jim and I consider ourselves middle of the road. Do we... stay on board for hours after arrival to observe the anchorage? Yes. Lock our dinghy when ashore and at night, normally lifting it out of the water? Yes. (Take a look at www.safetyandsecuritynet.com to see how many times "unlocked" was noted related to crime.) Have an antenna booster so that we don't haul our precious MacBook and laptop ashore? Yes. Lock ourselves in at night? No. March with an air of confidence when on shore, even if we are unsure of where we're heading? Yes. Do we dress unobtrusively? Yes. Use "We don't buy from boat vendors, we only shop on shore" line in certain anchorages? Yes. Always use a local guide when hiking? No, but we have a background in the wild places of the US Intermountain West. Have we abandoned hikes due to danger of flash floods? Several times. You get the idea: we are present to the place we are in, understanding locals and Mother Nature. Let's get real on who's in charge.

A universal code for cruisers is checking in and helping one another. Extend that to include checking in with local charter companies or on-shore establishments. In Chateaubelair, your contact could be Gail at Beach Front Restaurant, in Cumberland, someone at Black Baron, Ronnie at Wallilabou, or Orlando in Keartons Bay, and so forth.

As with any destination, be informed and manage your expectations. There is a price for paradise. Be willing to pay it with prudence, a good physical workout, patience and empathy for locals and an understanding of Mother Nature. Leeward St. Vincent may be the most incredible part of your Caribbean memories.





Helena's *line handlers prepare to tie up to their companion tug in one of the Canal's six locks*

Fit to Be Side-Tied

A PANAMA CANAL TRANSIT

by Eddy Huybs

It's three o'clock in the morning of August 12th, 2010, and I can't sleep. We are anchored in The Flats and in a few hours our sloop, *Helena*, will be measured for our Panama Canal transit.

The Preliminaries

After Glenda and I sailed from Portobello, we anchored off the Club Náutico on the east side of Colon. Before going in to town they want to make a copy of all your permits and boat papers, and you pay US$5 a day to use the dinghy dock.

You can walk to the Colon 2000 mall — there's a nice supermarket, Super 99 — and come back with a taxi. All of the taxi fares within Colon are US$1, but most taxi drivers try to take more. If you ask the supermarket manager beforehand (important!) for *servicio a domicilio*, they'll pack your groceries in boxes and bring them to your dinghy for free.

Yesterday morning we went to the admeasurers' office by taxi. After our cab driver finally found it, having first gone to a completely wrong place miles away, the lady on the gate wrote down the address for me: Puerto de Cristobal, Colon, Calle 12 y Avenida del Frente, Torre ACP. Here you will write your names in a register and will be searched for weapons, then you will be transported on a small bus to the Panama Canal Authority building, which is a two-minute drive. The bus drops you off at the gate, and opposite this gate you have a bell; ring this bell and they open the gate automatically. Go to the garage under the tower, and take the elevator to the first level. When you exit the elevator, the office is on the right-hand side.

Very friendly, English-speaking people will want a copy of your boat's registration and crew list (not including line handlers). They give you a date (normally the next day), time, and where you have to be (The Flats) with your boat, and tell you the requirements, such as lines and a horn, for measurement and inspection.

The position of the Torre ACP is 009°21'32N, 079°54'90W. Look at your c-map: it's at the end of the breakwater. It is close to The Flats, and they can see your boat at anchor. They monitor VHF channel 12 (call sign Cristobal Signal Station), and when passing this breakwater every boat has to make clear his intentions to them.

Yesterday at 1700 hours we left the anchorage at Club Náutico to go to The Flats, a 35-minute passage between all the big boats anchored in the bay. Call Balboa Signal Station when you are in sight of the breakwater. Because of the passing ships the night was a bit rolly.

The next day, we waited until 1000 hours for the admeasurer, who was due at 0830. The inspection and the paperwork take about 25 minutes; the man gives you the paperwork to go and pay at the bank. As soon as he was gone we lifted anchor, asked permission from Balboa Signal Station, and went back to Club Náutico, where we grabbed a cab to the Citibank. The cost for our boat was US$1,500: $609 for the passage and an $891 bond — you get the bond back later by check when everything goes well. I found out that this bank and the Oficina de Maritima (zarpa), and the gates to go to the admeasurements office are within some 200 metres of each other. There is also a brand-new restaurant where we could eat; lots of workers from the docks eat there too.

Because we were in the neighbourhood, we did the zarpa at the same time. Three offices and a lot of copies later, and US$13.50 lighter, we had the zarpa from Cristobal (Colon) to Balboa (Panama City). Remember to take copies of your crew list, passports and registration with you.

On the third day, I went ashore to call the scheduler and ask for Monday morning, August 16th. Okay, but I have to call back when my line handlers are on board and we leave for The Flats.

The Transit

My line handlers — Tom and Rose from *S/V Sojourn* and Pam from *S/V Songbird* — came on board at 1000 Sunday morning, a little bit earlier than expected. I had scheduled my passage for Monday, so we had more than a day to kill. We took lunch at a restaurant, went to the supermarket, had sundowners, and the day was gone.

Next day after breakfast we prepared the boat, getting the ropes ready, covering the solar panels, and placing extra fenders between the tyres. It turns out we were to do the first locks in the afternoon, and complete our transit the following day. At 1700 hours the advisor came on board, and from then on all went fast — lift anchor and hustle to the first lock! There we went in after a big vessel and we tied up alongside a tugboat.

When each of the three "up" locks was full we would cast off from the tugboat, go slowly close to the lock wall, and let the tug pass. The water is very turbulent and the skipper has to pay full attention to the boat. When the tug was tied to the next lock wall, then we tied up again to the tug.

Skipper's note: Look at the water around the tug. Close in only when he has shut off his propellers — the tug skipper uses them to stay against the wall while his crew ties up. Once he is tied, the tug skipper turns them off.

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Left: The author welcomes advisor Moses aboard for Day Two

Below: Helena's *happy Canal Crew after a trouble-free transit*



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I made the mistake in the second lock to go too quickly to the tug when his propellers were still working; it was very difficult to make a good approach. Tie up as close as you can so you will not be mashed around too hard in the turbulent water. The advisor will say when to cast off from the tug. (Remember, you are the captain. The advisor gives advice, but you have signed a paper saying that YOU are fully responsible for all the damage you or someone else on your boat makes to your vessel or other constructions. However, the advisors are very friendly and willing people who do this work after their regular job with the canal; they are paid volunteers, who had training to do this. Victor, our first advisor, came on board after his daily task with canal security. Moses, the second advisor, came on his free day; he is a driver of a boat that brings the pilots, measurer, and advisors on board. There are about 80 volunteers to help smaller vessels through the canal. They do a good job so treat them well.)

From The Flats to a mooring in Gatun Lake was done in three hours.

The next morning at 0630 another advisor came on board, and we motored to the canal. For hours we saw no other boats, but around 1000 we started to see the first big ships coming from the Pacific side. We kept close to the starboard buoys and away from the big boats; we could see the works going on in and alongside the canal.

At 1200 we come to the Pedro Miguel lock, which brings you about ten metres down. There was a tourist boat waiting for us, so we could tie up to it. The advisor said that they use the tourist boat a lot to take small boats down. The tourist boat has a rare hull shape, like a platform. This platform sticks out, and you tie up to it. If your boat is lower than the platform, you go under the platform. *Helena's* hull amidships is 1.3 metres above the water — just enough. Less than 1.10 metres, you have a problem.

From the Pedro Miguel to the Miraflores locks is less than a mile. We tied again to the tourist boat and went smoothly down. In the "down" locks it stays calm. The tourists were making small chat with us and taking photos, of course — they even gave us beer and water and some fruit. I talked to an older woman who asked where we were going. I said to Australia. I saw her eyes widening; she could not believe it.

There are web-cams in the locks, so we waved to our friends and family who were watching our transit from their computers.

After the Miraflores locks we motored out to the Bridge of the Americas where our advisor got picked up. Our advisors' job was done. Thank you, Victor; thank you, Moses.

We motored for a while and around 1500 we dropped anchor at Brisas de Amador. Normal cruising life (repairing things) can start again.

Statistics: We did 47.1 nautical miles, used 40 litres of diesel, and put on 12.6 engine hours. If I get my entire bond back then I paid US$609 for the passage and inspection, US$30 to rent two ropes (we had two already), and US$20 for ten tyres used as fenders (bought them for $30, sold them for $10).

Note: my depth sounder acted very strangely throughout our canal transit. Now I know the mixture of salt and fresh water in the locks drives them crazy. After one day on anchor with the depth sounder switched off, everything is back to normal.

When I look back at this Panama Canal transit, I realize it's not something to make you lie awake at night.



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Cruising the Eastern Caribbean with Your Dog

Part One: THE VIRGINS AND LEEWARDS

by Liesbet Collaert

If you think Eastern Caribbean check-in procedures are inconsistent, different on every island, time consuming, annoying and sometimes costly, try doing it with a dog. We human beings can visit any country in the Caribbean without proving our healthiness, but our totally healthy pets (who would want to have a rabid dog on their boat?) need health records, up-to-date vaccinations, microchips and health certificates.



Left: The author, with her partner, Mark, and indispensable crewmember Darwin

Right: Well mannered and friendly, a good boat dog makes new pals wherever he goes

To be able to experience the Lesser Antilles with our four-legged friends, and do it legally, as required by all the different islands, cruisers have to put up with a lot of hassle, frustration, misinformation, time commitment and fees and show a high level of endurance on top of it all. But, it is possible!

There are certain rules for bringing a pet into every country, and my partner Mark and I don't mind following them as long as they make sense and the fees aren't exorbitant. We respect the fact that islands want to stay rabies free and want to protect their people. We try to do whatever we can to abide by the rules to properly check our dog, Darwin, in to each country. We have all the documents and vaccination records, we keep up-to-date with all the required shots, we give him his monthly dose of heartworm pills and flea-and-tick medicine, we obtain health certificates when necessary and we are responsible dog owners (we clean up after our dog in areas where people walk, and our dog listens to us, rarely barks and is well behaved). We try to research the regulations, prepare accordingly and request details where needed. None of this is easy, however, as there is no consistency, a lot of information on-line is incorrect, correspondence remains unanswered, things change without notice and few people really know what the actual regulations are or what to do when we go through the check-in process.

With the following overview I will try to inform you about the check-in procedures for your dog in the Eastern Caribbean islands. This information is based on correspondence with government officials and agriculture departments, on-line regulations and our own experience. It will give you an idea about what cruising the Caribbean with your dog involves and hopefully will make things easier when checking in to different countries. Whether things go as planned will always be a surprise. I cannot guarantee that you will receive the same treatment, fees or information as we did. This is the Caribbean after all!

US Virgin Islands

Just like in the United States and Puerto Rico, it is very easy to visit the USVI with your dog. There is a check box on the Customs form and the officer might ask a few questions. Be sure to bring your dog's paperwork, just in case the officer needs to see the vaccination records. You should have a Rabies Certificate that is less than three years old.

British Virgin Islands

Contact: Ms. M. Tyson
E-mail: bvigov_vet@hotmail.com
Phone: (284) 495-2110 (ext 124), 468-9693, 468-9243 or 495-2532
Fax: (284) 495-1936 or 495-1269
Website: www.bvi.gov.vg/products_directory.asp?iProd=12&iCat=6&hierarchy=0
Requirements: Microchip, Government Health Certificate, Rabies Certificate (<1 year), DHCCP Certificate, Titer Certificate.

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Procedure: Fill out application obtained via e-mail or fax with tentative date and time of arrival. Fax application, Government Health Certificate (for example, in USVI, obtained from vet in St. Thomas — in walking distance from Charlotte Amalie — and endorsed by Department of Agriculture in Dorthea via cab ride), Rabies Certificate, DHCCP Certificate, Titer Certificate. Ideally all the documents state the dog's microchip. Dog must be checked in at West End or Road Town in Tortola. The morning you depart port for Tortola, call (284) 468-9693 or 468-9243 to let them know more specific date and time of arrival. Bring yourself and pet to Customs. Officer will meet you there, inspect the animal, read the microchip, look through the documents, collect the fee and issue the import permit.

Fee: US$10 per dog.

Experience: We e-mailed back and forth multiple times, but the important communication had to be done by fax. They need a fax number to send the conditions and application form. They faxed us an application, we filled it out and sent it back. They would fax an import permit back to us, but we preferred that the vet who would examine our dogs would bring the permit with him in West End.

Remarks: Ms. Tyson is very nice, helpful and responsive to e-mail correspondence. The inspecting vets are friendly, efficient and professional. The official regulations state additional requirements but the abovementioned ones seem sufficient. We did get questioned about only having one instead of two titer (serological) tests done and about the fact that our titer is older than 12 months. We proved that our dogs were healthy (we had two then) and stressed the fact that it is very hard to obtain extra titer certificates from the Caribbean (blood samples can only be tested in two places in the whole world: the UK and the USA). As long as the dog has subsequent rabies shots to date, one titer certificate should do, according to the strict UK requirements we use as our "make sense guidelines".



St. Martin, St. Barth's, Guadeloupe, Martinique

When checking in to these French islands, pets don't have to be declared. It is recommended that you have the dog's paperwork on board and that you act responsibly.



Above: Land ho! Darwin wonders how long it will take to complete the formalities so he can go ashore

Left: Mark and Darwin at St. Pierre, Martinique. The French islands are pas de problème

Remarks: We have found that many beaches have "no dogs" signs (not often enforced) and locals don't seem too pleased about or interested in pets (compared to the English-speaking islands). Many restaurants do allow a dog at your side, however.

Anguilla

Contact: William K. Vanterpool
Phone: (264) 497-2615
Fax: (264) 497-0040
Website: www.gov.ai/pets.htm

Requirements: Health Certificate, Rabies Certificate (<1 year)

Procedure: Apply for an import permit for your dog by phone. The permit is filled out over the phone, signed by the vet and faxed to you. Once in Anguilla, take permit and health certificate to the port of entry. The permit must then be paid for at the Agriculture Department in The Valley (on the road to Crocus Bay).

Fee: US$16 (EC$40)

Experience: We did not make any preparations and only planned on spending two nights in Road Bay if all worked out okay. We tried to contact the government vet multiple times, without success, and ended up explaining our predicament (of not getting a response and a dog that needed to relieve himself) to Customs. We promised to never take him beyond the beach and received a reluctant "go ahead" until we got in touch with the government vet, which never happened during our brief visit.

Remarks: The government of Anguilla is very strict about Import Permits, so it is highly recommended to get in touch with them before arrival. Persistence is required in getting through to the office.

Saba, Statia, St. Maarten

Contact: Glenn Holm
E-mail: glenn.holm@sabagov.com

Recommended: Current Health Certificate, Rabies Certificate, dog's paperwork

Procedure: Pets do not have to be declared on the Customs form.

Experience: Before we arrived in Statia, the Director of Tourism of Saba, Glenn Holm, replied to my inquiry as follows: "There's a great chance you won't even be checked or asked for the documentation but it's always good to have it on hand just in case you are asked." He indicated that the rules are the same for all three islands.

Remarks: E-mailing with Glenn Holm was a pleasant experience and we encountered no problems whatsoever taking our dog ashore in Statia and St. Maarten.

St. Kitts & Nevis

Contact: Dr. Challenger, Dr. Lesroy Henri
E-mail: itchallenger@hotmail.com, skbvet@hotmail.com
Phone: (869) 465-2110
Fax: (869) 465-2928
Website: www.agriculture.gov.kn/default.asp?PageIdentifier=110

Requirements: Rabies Certificate, Titer Certificate, Health Certificate

—Continued on next page



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Procedure: E-mail or fax the dog's documents with an idea of the date and time of the ship's arrival. In the port of entry, a vet will inspect the animal and issue an import permit.

Fee: US$40 (EC$100) weekdays from 8:00AM to 4:00PM
US$50 (EC$125) after 4:00PM and on weekends

Experience: Information on-line is inadequate (doastk@sisterisles.kn never responds or its mailbox is full), communication with the government vets ranges from non-existent (many unanswered enquiries) to confusing and non-clarifying. After e-mailing the required documents and not hearing anything back, we decided to show up in Basseterre with our dog. Nobody at Customs knew what to do, the vets were unreachable or busy for at least 24 hours, and everything was a huge hassle and mystery while our dog was not allowed on shore. (During subsequent e-mail correspondence, one of the officials indicated that there is a quarantine period of four weeks, but if you only stay a week, there are "designated" areas where your dog can do his or her business.) We decided to move the boat to a more remote area during our visit in these islands. Voted the most difficult Eastern Caribbean country to visit with your dog.

Remarks: Good luck with this one! Inefficiency and lack of communication make it hard for a cruising pet owner to do the right thing in order to visit this country. If you need some assistance, Akela Browne of the St. Kitts Tourism Bureau in Basseterre (akela.browne@stkittstourism.kn, tel [869] 465-4040 or cell 662-7588) proved helpful in one instance.



Irie's crew 'rocks' at Virgin Gorda after checking into the BVI at West End, Tortola

Montserrat

Contact: Dr. Selvin Maloney
E-mail: maloneys@gov.ms
Phone: (664) 491-2076 or 491-2546
Fax: (664) 491-9275
Website: in progress

Requirements: Rabies Certificate, Titer Certificate, DHCCP Certificate, list of all ports visited within the last six weeks prior to arrival in Montserrat, treatment for internal and external parasites (between three and seven days before arrival), Health Certificate from previously visited country.

Procedure: E-mail or fax the required health documents with the list of visited ports. Inform the veterinary officer of the date and approximate time of arrival at least 48 hours prior to anchoring. Upon checking in, inform the Customs officer about the dog aboard and a government vet will inspect the animal and make a final decision on its entry (and more than likely hand you an import permit).

Fee: Free

Experience: Correspondence with the vet department went smoothly and the inspection was short and efficient. No questions were asked and no more documents needed to be shown. We treat our dog monthly for parasites, but were not asked for proof. We did not have a health certificate from St. Kitts & Nevis (the previously visited country), but when we explained why, they accepted our health certificate from St. Maarten.

Remarks: Temporarily importing your dog in Montserrat can be done efficiently, painlessly, and in a timely manner. Dr. Waldron and Dr. Maloney were prompt and courteous with their responses and inspection.

Antigua & Barbuda

Contact: Helena Jeffery Brown, Dr. Oona Edwards (the new Chief Vet Officer)
E-mail: helenacjeffery@yahoo.com, vld@ab.gov.ag, oonaedwards@hotmail.com
Phone: (268) 462-6104 or 764-1263
Fax: (268) 460-1759
Website: http://agricultureantiguabarbuda.com/departments/vet-and-livestock/

Requirements: Microchip, Rabies Certificate (<1 year), Titer Certificate, Lyme Disease test (<6 months), medical and vaccination history, Government Health Certificate (<7 days), treatment for internal and external parasites (<7 days before arrival).

Procedure: Fax or e-mail the information required to start the import license process. After the documents have been reviewed, an import license can be issued upon arrival. Inform the Veterinary Division of the date and time of arrival at least 48 hours ahead of time and contact them (let them know you need a Lyme Disease test if needed) upon check-in. A government vet will come to inspect the animal and the documents. If you don't have a Lyme Disease Certificate, the test can be done upon arrival for the equivalent of US$41 (EC$110).

Fee: US$50 (EC$130) for the inspection.

—*Continued on next page*

MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2010

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

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

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

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

November	
DATE	TIME
1	0721
2	0819
3	0910
4	1003
5	1058
6	1155 (new)
7	1253
8	1352
9	1448
10	1542
11	1631
12	1718
13	1801
14	1842
15	1923
16	2003
17	2045
18	2148
19	2215
20	2304
21	2357
22	0000 (full)
23	0053
24	0150
25	0246
26	0341
27	0434
28	0525
29	0615
30	0704
December	
1	0755
2	0847
3	0941
4	1038
5	1136 (new)
6	1233
7	1329
8	1423
9	1509
10	1555
11	1637
12	1718
13	1758
14	1839
15	1921
16	2006
17	2054
18	2145
19	2240
20	2338
21	0000 (full)
22	0036
23	0133
24	0229
25	0321
26	0412
27	0502
28	0552
29	0642
30	0735
31	0829

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HAPPY HOUR 5-6

—Continued from previous page

Experience: Before we arrived in Antigua, we never found out about the fees (they are mentioned on the website now) and we didn't have a Lyme Disease test. Our boat had to be tied on the quarantine dock in Jolly Harbour before we were allowed to check ourselves in with a dog. (Check on this procedure in English/ Falmouth Harbour.) We were prepared to obtain the Lyme Disease test here if the fee was reasonable.

After four hours of waiting, the vet arrived and before agreeing to proceed we wanted to know the fees. They were anything but reasonable. It would cost us more than US$90 just for the dog to be able to legally visit Antigua & Barbuda. Add the fee for a cruising permit and the cost was just too high for us. We decided against paying and therefore against visiting these islands. We explained the situation to Customs and Immigration, and also told them it was too late and we were too tired to set sail for Guadeloupe. We obtained permission to spend the night in Jolly Harbour after paying for the cruising permit and were told to keep the dog on board.

Remarks: If you are willing to pay the high fees, visiting Antigua and Barbuda with your dog is possible after declaring the animal in Antigua. Check the price of the Lyme Disease test in a previous country first to save some money. The rules are straightforward and the vets efficient. Communication seems to have improved as well.

Dominica

Contact: Dr. St. Aimee
E-mail: agrivet4@hotmail.com, forestvet@gmail.com
Phone: (767) 266-3824 or 266-3827
Fax: (767) 448-8632
Website: www.dominica.gov.dm/cms/index.php?q=node/786

Requirements: Health Certificate, DHCCP Certificate, Rabies Certificate (<1 year), Titer Certificate, treatment for parasites

Procedure: Fax or e-mail the dog's paperwork and health certificate. If all is in order, an import permit will be faxed/e-mailed back to you after the documents have been reviewed. Show this import permit when you check in.

Fee: Free

Experience: Communication with the vet department and obtaining the import permit is easy and straightforward (and free!). The permit is valid for one month. After the Customs officer saw our printed permit, all was okay the first time we visited Dominica in 2009, but now the Customs Department insists you call the government vet for an inspection before landing the dog. The phone numbers on the permit were invalid or remained unanswered when we tried multiple times, so we sent our contact another e-mail to clarify the matter. We were informed that, so far, no inspection is needed to land your dog in Dominica; a valid import permit is enough.

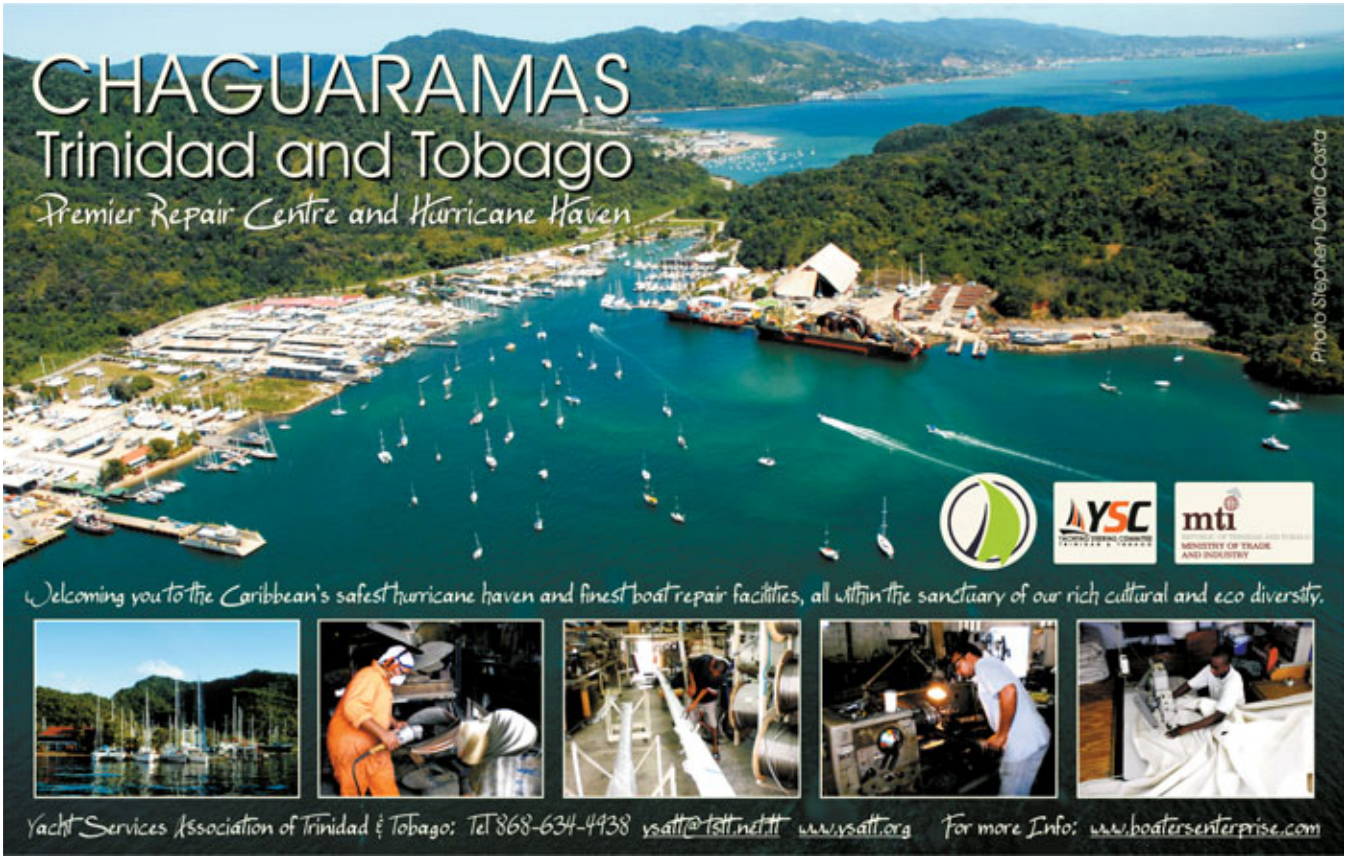
Remarks: Dominica is an easy place to temporarily import your dog, but be prepared to ignore the Customs officer if asked to call the vet before landing your dog.

Liesbet Collaert is a freelance writer who lives and cruises on S/V Irie *with her partner, Mark, and their dog, Darwin. For more stories and pictures, check out their website www.itsirie.com.*

Next month: Cruising the Eastern Caribbean with Your Dog, Part Two: The Windwards, Trinidad & Tobago and Barbados.



Relaxing aboard in St. Martin. Cruising the Lesser Antilles with man's best friend can be challenging, but Liesbet has compiled a wealth of information to help her fellow pet owners. Next month, she takes us south





Sunset at Negril

WE have been anchored in the Baie à Feret, Ile-à-Vache, Haiti and are preparing to set sail for Jamaica.

Jamaica is an extraordinary destination and so often overlooked by the cruising community. Many have asked about crime in Jamaica. There is no denying that Jamaica has crime. However, the vast majority of the crime takes place in the ghettos of Kingston and in almost all cases Jamaicans are the victims of it. Thousands of tourists arrive on cruise ships and many more people stay at the many hotels in Jamaica without incident.

The Jamaican mountains and countryside are exceptional and will leave you breathless. In addition there is Jamaican culture. It is diverse, exotic and vibrant. The colors, the food, the people all come together to form an impression that is distinct in the Caribbean. Last but not least, are those Jamaican smiles; you will never forget them!

Our sail to Port Antonio, at the northeast corner of the island, is westbound and the current will be with us. The distance is approximately 150 miles. We want to make our departure with an assurance of continued tradewinds, or if it is early in the tradewind season and a norther is blowing, we want to catch the norther as it peters out. Either way we should have a good sail. If we depart at 0900 hours, most boats should make landfall in Jamaica between 0800 and 1200 hours the following day.

Jamaica is one of the larger Caribbean islands and has mountain ranges that affect wind, particularly at night. Overnight, the katabatic winds of both Jamaica and the Dominican Republic are likely to reduce the tradewinds. If we want to sail with the full force of the trades, then we need to get out of the shadow of the islands by standing offshore at least five miles or more. In such a case we would plan our westing by going to the south (or west-southwest) and then coming back up to our destination.

We must also take into account Formigas Bank, which lies approximately 31 miles northeast of Jamaica's northeast corner. In heavy weather it breaks and there is a navigation hazard there as well. Avoiding it is a simple matter. Formigas Bank is a rocky bank about 16 miles in length from southwest to northeast, with less than 60 feet of water for the greater part of its area. At the northeast corner of the bank the water is about 15 feet deep. During strong tradewinds with a heavy swell running, the north end of the bank breaks. The most dangerous part of the bank is an old stranded wreck, which is sometimes visible. It is located at 18°31.45N, 75°45.47W and is noted on most charts.

We will make our landfall at Port Antonio, which is an easy entry. As we approach we will see the John Brown Mountains as well as the famous Blue Mountains. The sight is quite imposing and if the day is clear no description can do it justice. The lighthouse at Port Antonio is easy to spot and we will leave it to port as we enter.

The Errol Flynn Marina is located at Port Antonio and you can take a slip or anchor out. The marina and the boatyard are owned by the Jamaica Port Authority and run under the supervision of Dale Westin. You will find him and his staff to be very accommodating. Raise them on VHF channel 16. Entrance procedures are straightforward and there is no charge of any type. You will be boarded by officers from Quarantine, Customs and Immigration. Be sure to have your quarantine flag flying as well as your Jamaican courtesy flag. Jamaica has had 300 years of British tradition and while everyone is cordial, following protocol and procedure is considered important.

Once cleared in, you will find yourself in a wonderful town. There is an open market that is very active on the weekends. There you will find fruit and vegetables as well as crafts. The handicrafts market is delightful, as are the people you will meet there. You can walk the market safely and you will find most people helpful and engaging. The town also has a supermarket and banks. The marina has free WiFi. At the marina there are a number of good restaurants as well as a nice beach. You can take any number of day trips from Port Antonio and go river-rafting or visit more remote beaches.

When we are ready to leave Port Antonio, we will proceed westward to Ocho Rios. At a distance of just over 45 miles with the wind and the current in your favor, it is an easy overnight stop en route to Montego Bay.

Early in the tradewind season the north coast of Jamaica can become quite lively and if a norther is forecasted and you are in a secure harbor such as Port Antonio, you should stay put.

In normal conditions and even in a mild norther, you will find Ocho Rios suitable. Ocho Rios is a tourist town in every sense of the word. Cruise ships call there frequently and discharge boatloads of visitors. In addition, Ocho Rios has its fair share of hotels. If you like a lively setting filled with people, this is your town.

From Ocho Rios we continue west and can make stops at St. Ann's Bay and Discovery Bay (just west of Runaway Bay) along the way. (For details on these harbors, see the free downloadable cruising guide to Jamaica at www.jamaicacruisingguide.com.)



Around-the-island races are popular, but have you considered an extended around-the-island cruise? Jamaica beckons
Inset: Beware Formigas Bank when approaching from the northeast

Montego Bay, our next major stop, is approximately 50 miles west of Ocho Rios. It is not the perfect refuge in a norther, but tucked in at the yacht club one can make do. In the rare instance that conditions get beyond a normal norther, one can enter Bogue Lagoon. The Montego Bay Yacht Club has excellent facilities. You will find the staff to be very accommodating. They have a small daily charge to use the facilities, which include the pool, the club, and fine bathrooms and showers. Their lunches and dinners are moderately priced and well presented. As you exit the marina by taxi, to the right is Bogue Lagoon; the Houseboat at the Lagoon serves great meals in a pretty setting.

There is a "Sam's Club" type supermarket close to the yacht club if you need to reprovision in a serious way. A cab can take you there in ten minutes or so. Montego Bay also has a crafts market that should not be missed. It is full of color, safe and some of the craftwork is quite good. The vendors are very nice people, albeit a little persistent. If you are not ready to buy, simply say, "Little more time, Man, little more time" (locally it sounds like "likkle more time, Mon"). Smile when you say it, and everyone will lighten up. You do need to bargain and a 20 to 30 percent discount is normal. Do not over-negotiate, as a few dollars one way or the other will not change your life, but means a great deal to these vendors. The cruise ships do not call at this market en masse and you will find the vendors anxious to please you. The more you smile the better it is.

—Continued on next page

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—Continued from previous page

There is also the "Hip Strip" where you will find a long line of restaurants to suit different tastes and pocketbooks.



The island's signature expression



Lime Cay anchorage — a peaceful spot in huge Kingston Harbour

JOHANNES49/EN.WIKIPEDIA

When we leave Montego Bay we head for Negril at the western tip of the island, an easy sail of 25 miles. Here we can anchor in a beautiful and very protected anchorage and watch the most dramatic sunsets. Nothing much to do but relax and take it all in. Most of this coast is taken up by beachside hotels, and we can land if we want to see the facilities. Most often we can have the guard on the beach keep an eye on the dinghy.

When we are ready to leave Negril, the Bluefields anchorage is 25 miles to the east along the south coast of Jamaica. If we do this sail early in the morning, we can avoid strong easterlies that get up and blow daily from about 1100 hours. In addition, the western part of Jamaica is in somewhat of a lee as Portland Point extends nearly 30 miles into the sea. Bluefields is a simple and very pretty anchorage. There are no shoreside diversions and the view is of attractive homes. You will anchor in ten feet of water and find yourself well protected from sea and wind.

If we choose not to stop at Bluefields, we can go the extra 12 miles to Black River, Jamaica's longest river. Black River Bay is reasonably well protected and provides very adequate shelter and good holding. The town of Black River is active with eco-tourism. The river is famous for its birds — herons and snowy egrets among many others — and for its crocodiles. There is a bridge over the mouth of the river that unfortunately does not allow for sailboats to go upriver. There is a dock at the mouth of the river that carries eight feet. More than that and you will have to anchor out and dinghy in. If you like nature, stop at the river and arrange for a guide at the bridge to take the tour up river. It is extraordinary! The guide can assist you with having your boat watched if you leave no one aboard.



One size fits all. Jamaica's craft markets should not be missed

From Black River we can continue our discovery of Jamaica and plan stops at Portland Bight, Kingston Harbor and finally Port Morant at the southeast corner of the island. Portland Bight is a large protected bay with many cays and is often used by local yachtsmen, especially on the weekends. A comfortable distance from Portland Bight going east is Kingston Harbor. It is the seventh largest harbor in the world, and aside from the intensity of commercial traffic you will find it safe. As you go up harbor, you can stop at Lime Cay, a beautiful stop, and wait until morning to continue to Port Royal or the Royal Jamaican Yacht Club. Whether you stop at Lime Cay or go all the way to Port Royal or the Royal Jamaican Yacht Club, get an early start, as once the wind gets up in Kingston Harbor it is no small matter. Gusts to 30 knots are not unusual once the sun is up and the plateau heats up.

The Royal Jamaican Yacht Club is inviting and well situated within a stone's throw of the airport — very convenient if you are picking up or discharging crew. Reprovisioning is easy and there are many interesting attractions, not the least of which is the Bob Marley museum. With the help of one of the club-recommended taxi vans, the trip around town will be inexpensive and safe. Historic Port Royal is just west and south of the yacht club and well worth a visit.



A snowy egret wades along the Black River

Port Morant is the last harbor in Jamaica on the south side at the east end. It is truly a beautiful stop, well protected with a backdrop of mountains. The small marina that was here has been given over to the Coast Guard and Marine Police. They will offer you free dockage as well as water if you want to tie up at their more-than-ample wharf. Or anchor out off the dock for more privacy and, at sunset, fewer mosquitoes. Port Morant may well be the best-kept secret in Jamaica.

Next month: Jumping off from Jamaica for the Western Caribbean.

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

PONDERING 'PIRACY'

by Frank Virgintino

When I was a young man and set off cruising, when sailors got together a large part of the discussion was about navigation: celestial, coastwise, dead reckoning, parallel rulers and sextants. We were afraid of losing our way, and spent a great deal of time learning how to stay on course. Now, with the advent of GPS and chart plotters, those conversations have largely ceased. Today, we have concerns about being the victims of crime. In our anxiety, we discuss carrying firearms, how to secure the boat, where to and where not to anchor, and what to do about piracy.

Not all crimes committed against cruisers are piracy. In order to understand what our risk is, we must understand the differences between burglary, robbery, assault and piracy. Knowing the difference helps determine how to prepare for and reduce being at risk.

Basically, theft simply involves taking something from someone else with the intent to permanently deprive them of it, burglary is the intent to break in with the intent of committing a crime, assault is a crime of violence against another person, and robbery involves both theft and violence or threat of violence used to deprive someone of their property. We'll get to piracy in a minute.

Don't Be a Mug

On land, we cruisers are susceptible (like everyone else) to being mugged when we visit different countries around the world. Just because we are sailors, this is not piracy. It is robbery. To avoid it, we must be as aware of our surroundings as we can be. It is best not to be conspicuous, especially pertaining to valuables such as jewelry or cash. It is never a good idea to wear any jewelry when going ashore. Even the most innocent piece of jewelry, such as a solid gold wedding band or nice-looking watch, can result in a problem. To you, the band may just be your wedding band; but to someone who is desperate for cash, it is an opportunity to get quick money. Why carry a wallet full of credit cards when one or two will suffice? (Make sure you have a list of the credit cards you're carrying.) Why pull out a roll of cash to pay a bill when you can separate your funds into two separate pockets and take out just what you need?

In most cases, if you are accosted it is best not to resist — let them have what they want. Have sufficient cash on you that the mugger is satisfied to take it and leave. Saying "I have nothing" can get you bopped on the head or worse.

Lock It or Lose It

The second type of crime cruisers worry about is having things stolen from the boat while at anchor or at a marina. This also is not piracy. It is like having one's home burgled. There once was a time when we anchored and slept with the hatches and companionways open. There was also a time when many of us can remember sleeping with the front door of our homes open. Those days are over.

The main target of crimes against anchored boats is the dinghy with its motor. Therefore, it makes sense that the dinghy should be secured at night and not left in the water. Another prudent idea is to secure the companionway if you are not certain of a given anchorage's security.

All anchorages are not the same. Some afford better protection against wind and sea, and some are more or less susceptible to theft. It is a no-brainer that we should select the most secure anchorages. If an anchorage has a bad history, do not anchor there. If you must choose an unsafe harbor, then secure the boat in every way that you can. Some cruisers have installed motion detectors, while others have hot-wired the lifelines so that a boarder gets a surprise. The point is that you must work just as hard to secure your boat from a potential thief as you do to set your anchor properly.

There are websites such as noonsite (www.noonsite.com), the Caribbean Safety and Security Net (www.safetyandsecuritynet.com), and others that record crimes against yachts; researching those sites before you choose your anchorage is prudent.

Some sailors use marinas as protection, and most marinas have security. However, do not be lulled into a false sense of security. It is easy to become complacent in a marina setting, but one must evaluate the marina's security carefully and take additional precautions if required. In a marina, it is always best to lock your boat when you leave and to let the office know if you will be gone for an extended period of time. Even consider having someone watch the boat in your absence, in addition to the marina's security. Many times the culprit is another yachtsman a few slips away, who has admired your chart-plotter and wished he had one just like it.

The 'P Word'

Piracy is a separate category of crime against cruisers. Just the word strikes fear in our hearts. Piracy is an attack against a boat on the high seas for the purpose of robbery.

The first thing to do is to avoid, in every way possible, being a victim of piracy. The next thing is to prepare for it. Keep in mind that avoidance is always best, even if you are armed.

Avoidance must be well thought out and researched. We need to know what the probabilities are that we will be attacked while underway in the area we are cruising. This takes research and consideration of *only* the facts. We cannot listen to gossip about what someone thought happened to someone, somewhere, but rather be completely certain of what really happened.

For example, the attack on December 21, 2009 against the yacht *Triton* en route to Trinidad from Grenada is well documented. The boat was attacked offshore by a pirogue with seven or eight men who fired guns and forced the crew to stop. They stripped the yacht of a wide range of items including electronics, cash, food, clothing and alcohol. The crew did not resist and no one was hurt (although not resisting is no guarantee of physical safety). This was a very clear "pirate attack." It was not a mugging on shore or a burglary at anchor: it was high seas piracy.

What could the *Triton* crew have done to avoid it? When a pattern of activity arises in an area, any nearby area is susceptible too. This has already happened along the Peninsula of Paria, where, as the peninsula became less and less visited by cruising sailors, pirates began to go farther and farther offshore in search of what they want. The offshore oil rigs between Grenada and Trinidad are between 40 and 50 miles north of the Peninsula of Paria as the crow flies, and in a good pirogue with strong outboard engines, that is less than a two-hour run. Each year, many of us leave Grenada and head for Trinidad via this oil-rig route. Why follow the same path each year that other cruisers followed before us? We need to learn what the predictable routes are near problematic areas, and avoid them.

> *Not all crimes committed against cruisers are piracy*

Avoidance is best because it may really be the only way to keep our cruising lifestyles safe from pirates. We cannot rely on weaponry because, unless one is trained in weapon usage and willing to go through a firefight, being armed is not worth much. There are many cases in which guns have triggered more violence. For example, Sir Peter Blake, confronting intruders aboard his yacht in Brazil, was shot dead after coming on deck with a rifle. I am not saying that I am opposed to being armed. However, if one chooses to be armed, one must be trained and willing to engage in a gunfight. The majority of cruisers, whether they have a gun aboard or not, are not trained in armed conflict. If there are four or five or more armed men in a boat with big engines the chances of them boarding you is in their favor.

Pirating is not a new phenomenon. Pirates of today are no different than the pirates of old. They want what you have and will attack you to get it. Most are not interested in killing, they just want to steal. Plunder is their business. Most are not good seamen; they are just thieves in a fast outboard. They do not like nighttime excursions and do not like sea conditions beyond the norm. Most of us who have cruised for some time know the sea and can handle sea conditions as well as nighttime navigation. This is to our advantage and we must be conscious of how to use it.

We are all searching for a way that we can feel secure. The truth is that there is no such thing as complete safety on a cruising sailboat. We are always at risk of the wind and the seas and crime is just one more risk. We must learn how to manage and reduce our susceptibility to crime, and the best way to do that is to be conscious of all of the elements of the risk at hand and to prepare well in advance.

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BIG OIL

A Solar-Powered Electric/Sailing Dinghy

by Flora Van Heteren

Anchored in the lagoon in St. Martin, we were surprised to see this unusual dinghy cruising fast and without sound, although there was no wind. An interview with the sailor was the result of my investigation.

Rob van de Calseyde on *Linda* is a pioneer. His interest in renewable energy has kept his thoughts occupied for many years, and in 1993 he made an electric/sailing dinghy that served him for one and a half years, till Hurricane Luis destroyed it.

He decided to build another dinghy that doesn't need fossil fuels, but is stable, quick and economical — back to electric/sailing again. It also had to be safe and dry.

part of the bottom of an RIB, which he found dumped on the little island in the lagoon. He was given some damaged sheets of four-millimetre plywood that would have been thrown away.

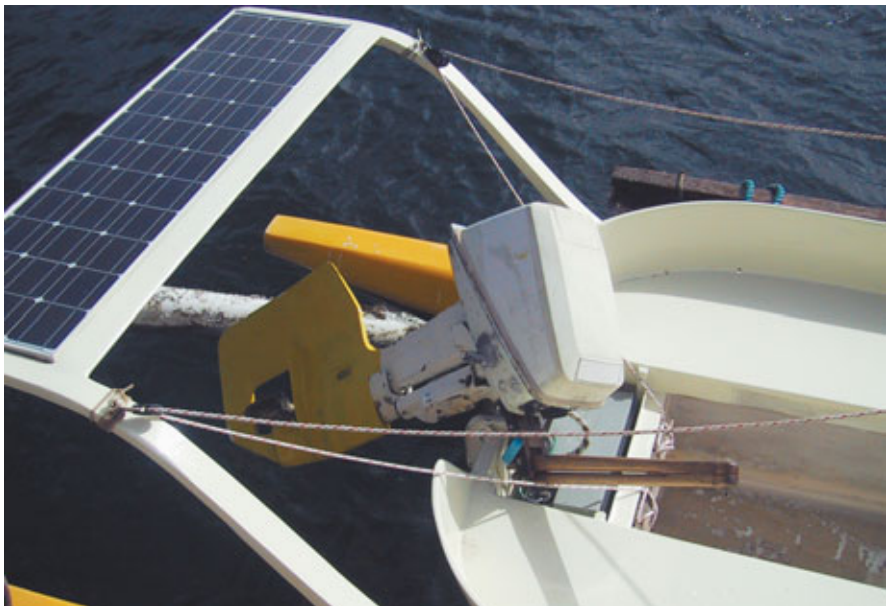
Now he could start to put it all together.

The raft that is moored alongside *Linda* was the workshop where *Big Oil* was born.

The construction has been done with alternative energy, keeping the carbon footprint of the project low. The mothership, *Linda*, has three wind generators and two solar panels to charge her 24 golf-cart batteries, which operated all the power tools needed.

The sail is a recycled battenless windsurfer sail that is rolled up on the reinforced rotating windsurf mast for reefing and furling, which takes about five seconds to do with the pull of a string. The mast is flexible, and adds to safety. In strong gusts it bends, and spills some of the wind.

The engine is a recycled golf-cart starter motor, which replaces the powerhead of an old eight-horsepower Johnson long shaft outboard. That unit functions as a ruddershaft as well. The AGM battery (dumped but still good), chosen because it is leakproof, is charged by a solar panel. (A lithium battery could also be used, but because of the price remains a "wet dream" for now.)



Rob was sure of what he wanted, and after a while the parts he needed started to "roll in". Somebody gave him the remnants of a pedalo: two PVC floats, heavy but stable. For the bottom between the floats he used

Rob likes the concept of electric motor/sailing. "The best of both worlds. It is quiet, relaxed, and cheap to run, and it gives a lot of room to 'cheat'. The simple click of a switch can change the mode of operation from sailing to motor sailing." The pull of a string can either reef or roll up the sail, and in just a few seconds one is motoring. It means that you don't have to do a lot of tacking. When something is in your way, or when the wind direction is less favourable, you can motorsail, or motor only.

"It is very dry transport," says Rob. "Now I only put my phone in a ziplock bag when it rains." It is perfect in the big lagoon in St. Maarten/St. Martin, and would



A dry, stable and fuel-efficient harbor runabout, Big Oil sports a solar panel and electric engine-cum-rudder (at left), plus a windsurfer sail (above) on a rotating step (inset)

be great for exploring the south coast of Grenada, the Tobago Cays, and many other areas in the Caribbean.

Rob still has his other, heavy dinghy with 15-horsepower outboard to run for heavy transport and backup. "I used to pay out 40 or 50 dollars per month for fuel, but now only ten or 20. That includes the fuel for the emergency generator for *Linda*."

This is only the beginning. He hopes to inspire other people with *Big Oil*, and will improve and make changes where he sees it necessary.

The treasures one needs to build a dinghy of this kind are:

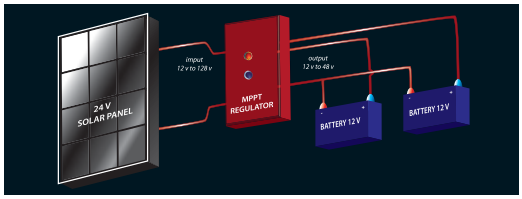
- two floats (scavenged, or built from plywood, fiberglass, etcetera)
- the bottom of on old RIB or other hard-bottomed inflatable dinghy, preferably with bow locker
- plywood to build the seats, battery box, rudder and three little discs epoxied on mast as reefing/furling drum
- windsurfer mast and sail
- fiberglass/epoxy to reinforce mast and do other little jobs
- AGM, gel or lithium battery
- solar panel, and thin wood strips to laminate S-frame for it
- electric trolling motor, or a modified outboard engine like Rob used

"But, why this name?" I asked. Rob's humor may not be for everybody, but he answered, "Just imagine a four-letter word beginning with the letter F in front of the name *Big Oil*!"

For more information contact Rob at rob_linda_2000@yahoo.com or visit www.evalbum.com/preview.php?vid=3475.

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Local Youth Preparing for a Maritime Career

by Amal Thomas

Bequia is known for its seafaring men and women. The activities of sailing, fishing and boatbuilding continue, and ambitious youths continue to show interest in them. More young people from Bequia and throughout the Caribbean are venturing into maritime careers and I give them a "thumbs up".

The commercial and recreational marine industry is getting ever more serious about regulations and training for crew and officers. These measures prepare sailors to be properly educated and disciplined to ply their trade and to respond to emergencies. Gone are the days when a person could become captain or hold another responsible position on a cargo or passenger vessel without possessing the proper certification.

I came across a recent graduate of the Chapman School of Seamanship, located in Stuart, Florida. Kellee Myers, 22 years of age, grew up in Paget Farm, Bequia, and had a great interest in becoming a sea captain. As a youth he was very much involved in a local sailing group, which gave him much necessary exposure. He is currently employed at Barefoot Yacht Charters in St. Vincent.

I conducted the following interview with him.

AT: At what age did you first think of becoming a sea captain?

KM: *For me it was around age 12 when I was in the Bequia Youths and the Sea (BYATS) programme, which is sponsored by the Bequia Rotary Club.*

AT: What motivated you in choosing a marine career?

KM: *Being on the sea was a quieter environment, and that created the love for the sea. Also, seeing captains of mega-yachts and ocean-going ships was a push to become a captain.*

AT: What steps were taken to achieve your goal?

KM: *First of all, I started out in the BYATS club and built my sailing, boat handling and water-safety skills. I also participated in regional races on the club's J/24. These exposures motivated me to further my education in seamanship. After graduating from the Bequia Seventh Day Adventist Secondary School, I proceeded to Florida and attained my certificate from the Chapman School. On my return to St. Vincent & the Grenadines, I applied for and received a Boat Master's License from the SVG General Maritime Administration.*

AT: How have some of the experiences gained at seamanship school benefited you?

KM: *I have learned that proper preparation for sailing on a given day is very important. It is important to make sure that all emergency systems are functional — for instance, that radios, life jackets and liferafts are all in place in the event of accident or abandoning ship.*

I also learned how to do coastal navigation on charts as well as with electronics, in case the electronics fail. I know how to make my way out of dangerous situations.

AT: What qualifications have you obtained?

KM: *I have obtained the STCW 95 (the International Maritime Organization's Standards of Training and Certification of Watchkeepers), Sailing Endorsement, Towing Endorsement, Marine Radio Operator's Permit, CPR and First Aid Afloat Endorsement, and my Boat Master's License.*

AT: As a young man, how far do you intend to venture into the marine industry in the future?

KM: *I plan to work to become a captain on private yachts or charter boats. In the future I would like to be financially equipped to do my own charter business in the Caribbean.*

AT: To encourage other youngsters who are heading for this industry, what would you advise them?

KM: *I would advise them to be focused, stay away from drugs, keep pushing themselves to the limit to learn, and get as much on-the-water experience as possible. As time goes by things will fit into place.*

AT: Are there any persons who you looked up to as role models?

KM: *There is a person who I looked up to, who is now a captain on a mega-yacht, who grew up in Bequia. This man came from a background where he had to fight to obtain whatever he needed in his life. He did that and moved up the ranks from deckhand to captain. Also I must thank my parents, Timothy and Rosetta Myers, and other family members, plus Tom Hopman and Sally Erdle, Keithon Grant, Steve Miller, Captain Jack Carl, Captain Mack, Jim Boos and Trent Palmer. All these are people who pushed me forward and gave much needed advice to help me become a graduate of a professional seamanship school.*

AT: Being aware of the international yachting industry, what changes, if any, would you as a Caribbean person like to see implemented?



Young Caribbean mariner Kellee Myers has put himself at the helm of a future at sea by obtaining professional credentials

KM: *I think if you are offered employment on, for example, a US-based vessel, the US Immigration should not turn your visa application down. The Embassy officials should see employing properly trained international crew, if the owners or skippers want to hire them, as a way of helping the industry to grow.*

Various Caribbean islands should have their berthing and mooring fees under control, and also improve on their various security services. The Coast Guard should do more patrols around anchorages to ease the fears of visiting sailors.

There should be increased training for Immigration Officers because too many of them lack professionalism.

Many waterfront areas need to have more services provided, along with the customary restaurants. These comments are constantly being expressed by guests and sailors.

AT: Thanks a lot, Kellee, for sharing part of life story and airing your views. All the best in your career.

KM: *Thanks to you, Amal, for the opportunity to share my experience.*

I would personally recommend that Caribbean countries invest in the commercial and recreational marine industry. Important areas include assisting students in studying not only seamanship, but also subjects such as marketing, marine biology and ecology, maritime law, vessel surveying and other related disciplines. This type of investment can equip governments as well as the private sector to increase their revenue from this vital sector.

Professional seamanship training is offered in the Caribbean at the Maritime School of the West Indies in St. Maarten (www.mswi.org), the Caribbean Fisheries Training and Development Institute in Trinidad (www.onefish.org), and the Caribbean Maritime Institute in Jamaica (www.cmi.edu.jm). The Samuel Jackman Prescod Polytechnic in Barbados (www.sjpp.edu.bb) provides a certificate program in Maritime Operations and a diploma in Marine Diesel Operations.

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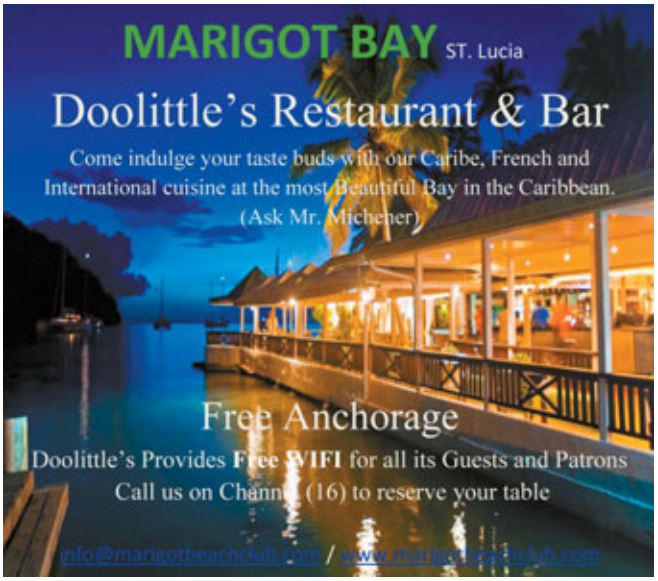
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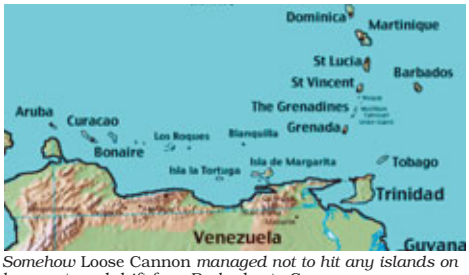
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Loose Cannon Comes Home a Winner

by Les Hewitt



Somehow Loose Cannon *managed not to hit any islands on her westward drift from Barbados to Curaçao*

THE story started in May, when a J/24 called *Loose Cannon* left St. Lucia's Rodney Bay Marina to sail the hundred miles to Barbados to represent St. Lucia in the annual Mount Gay/Boatyard Regatta. After some exciting racing, the crews assembled on May 23rd for the prizegiving ceremony — during which the aptly named boat broke loose from her mooring and drifted away into the Caribbean night.

A search was started but after several weeks spent scouring the surrounding waters no sign of the missing boat was found.

All hope was lost, when one day *Loose Cannon*'s owner, Edgar Roe, received news from the Maritime Rescue Co-ordination Centre in Martinique that the small red boat had been sighted north of Curaçao by the sailing yacht *Fayole* on June 23rd — exactly one month after she went missing. *Loose Cannon* had drifted more than 500 miles in the open sea and was picked up by the local volunteer coastguard, CITRO (Citizens' Rescue Organization, Curaçao) and towed to safety.

Now a new problem emerged: how to get her back home? A fundraising event was organized in St. Lucia and strongly supported by well-wishers, who raised in excess of EC$6,000 to fund the rescue attempt. The plan was to use *Annie T*, a local 50-foot charter boat owned by Jerry Bethel, to sail to Curaçao and tow *Loose Cannon* back home — a round trip of more than 1,000 miles in open water and no mean feat.

After an easy downwind sail *Annie T* and her volunteer crew of local sailors arrived safely in Curaçao on September 29th and found *Loose Cannon* in fairly good condition, though needing some repair. After a couple of days' spent replacing broken shrouds and completing general repairs, the crew set about the task of towing the J/24 back home.



SEAN COMPTON



MAXINE RIGOT

Above: Racing in Barbados just before her disappearance



Above: Loose Cannon, *leading the pack, was a surprise entry in the Bonaire Regatta*

Left: Accepting the trophy for First Place in Racing Class II at Bonaire, left to right: Jerry Bethel, pit/mast; Sean Compton, jib and spinnaker trim; Nick Forsberg, skipper; Jacobo De Camps, foredeck



Left: At the coastguard dock in Curaçao, with Annie T *ready to tow her home*

On reaching Bonaire, recovery crew Jerry Bethel, Sean Compton, Nick Forsberg and Jacobo De Camps decided to race *Loose Cannon* in that island's 43rd International Sailing Regatta, held October 3rd through 9th, topping Racing Class II and coming third overall!

Finally, after two days in Los Roques and three days of sailing into the east wind, *Annie T* and *Loose Cannon* arrived home safely in Rodney Bay on October 18th, for a well-earned rest....

Well, not much of a rest. As of this writing, the crew plans to be racing *Loose Cannon* in Rodney Bay on October 24th — just as if nothing had happened!

The *Loose Cannon* crew would like to give special thanks to CITRO, the rescue expedition fundraisers, and Jerry Bethel for providing *Annie T*.

Thanks to Sean Compton for additional input in this report.

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NOVEMBER 2010

♈ **ARIES (21 Mar - 20 Apr)**
After the 14th you'll be full of energy and feeling talkative — time for a shipboard party-for-no-reason! Put these fair winds to work for you and have a good time.

♉ **TAURUS (21 Apr - 21 May)**
Any creative attempts you make this month will be rough sailing. Drop the hook and give yourself some rewarding time off.

♊ **GEMINI (22 May - 21 Jun)**
Any work-type course you try will meet rough seas and wind on the bow, so bear off for now. Communications will be stormy and could lead to serious misunderstandings and arguments. Why not try turning the radio off, giving the e-mail a rest, and just... sailing on a reach for pleasure?

CANCER ♋ (22 Jun - 23 Jul)
This will be a month of tacking back and forth — you'll be going from side to side like the crab Cancer is! Since there's little progress to be made, you might as well stay in your bunk with a good book.

♌ **LEO (24 Jul - 23 Aug)**
This will be a very productive month if you can manage not to be blown off course by shoreside temptations.

♍ **VIRGO (24 Aug - 23 Sep)**
Aspects that are so favorable for Leo will make for rough sailing for you. Try not to make yourself nuts by beating into the winds of endless details.

♎ **LIBRA (24 Sep - 23 Oct)**
Keep the helm on course in your business and everything else will follow in your wake.

♏ **SCORPIO (24 Oct - 22 Nov)**
While romance is in irons you can maintain your sanity through creative boat projects. Try to complete them before month's end so as not to leave parts strewn all over the deck.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Now's a fine time to sail through projects of an intellectual nature. Aspects are good for positive communication with crew and buddy-boaters.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Life for you is generally aspect-free this month — clear skies and calm seas. Enjoy!

♒ **AQUARIUS (21 Jan - 19 Feb)**
Creativity may prove frustrating, so devote time and effort to getting some way on in your business or financial life, especially in the second week.

♓ **PISCES (20 Feb - 20 Mar)**
Concentrate on your cruising creativity and try to steer clear of any negativity that might surround you in your daily life.

Crossword Solution

ACROSS
2) SEARCHES
6) ROBBER
7) SPAR
8) SHAKES
9) ALOFT
10) PI
12) BS
14) BOARDS
16) UP
17) LOA
18) RING
20) IGS
22) ALCOHOL
23) SAIL
24) LOL
25) STREAK
27) OR
29) GOODY
32) OFF
34) REOCCUR
35) KRUG
36) REASONS

DOWN
1) ABOARD
2) SERE
3) ER
4) CUSTOMS
5) SORE
6) RUST
9) AIR
10) PANIC
11) STABILITY
12) BURNS
13) SPI
15) DASH
17) LILLY
19) GALLEY
21) GOLD
25) SCOLD
26) KNEES
27) OGC
28) ROCKS
30) OUR
31) DRUG
33) FIR

THE STORY OF *LADY A*

Island Poets

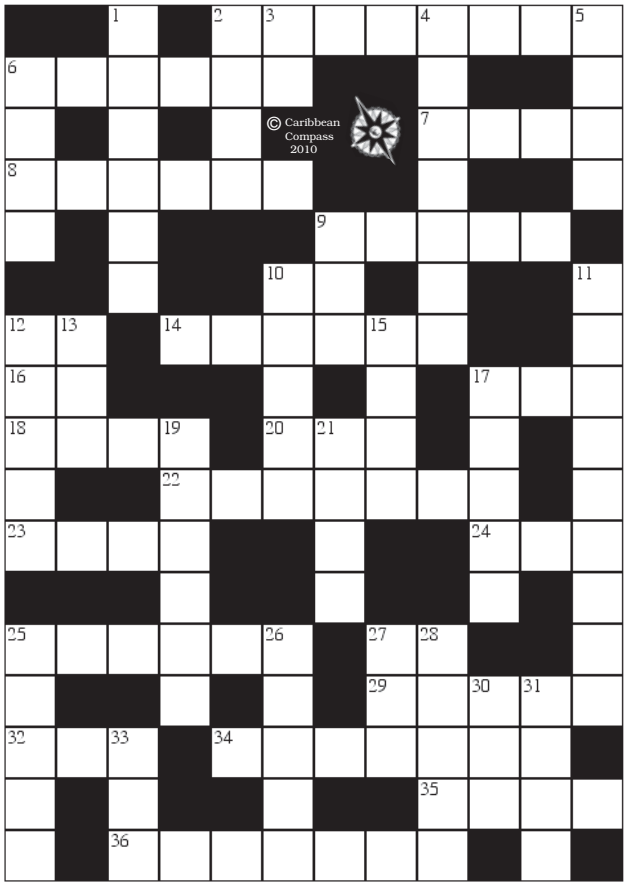
There was no thought, when we came here, of staying.
We only planned to work on the boat and rest.
Would you believe she was once "the green machine"?
We picked her up for a song in Port of Spain.
She's been let go but we were looking for
a small freighter and she was just the thing.
We put her back on her feet and painted her
the color of a maple leaf in May,
and turned her into something we could use
to make a living and, at the same time,
live aboard — no small trick. We used to joke:
we spent more time with the boat than with each other;
nights, we'd pick the paint off each other's skin.
But when the Lady A came steaming in,
heads turned. We always had the flags flying,
the hold chock-a-block, and we were seldom late.
She was activity and she meant money
to lots of people (in addition to
the shipping agent). The people trusted us.
Our manifest was really a list of their hopes
and dreams: cement, steel rod and PVC;
outboard engines, freezers, and spare parts;
hardwoods from Guyana, fresh produce from
St. Vincent; steel drums, pianos, a Rolls Royce once…
the donkey winch was music to our ears.
The smuggling we did — of rum and nails,
razor blades and mayonnaise: the high-tax,
essential items — was supplementary
for us and condoned, of course. In our time with
her, she was never used to run guns or drugs.

The light that fell on her fell on us as we
ran up and down the islands, Kingston to Kingstown,
Port-au-Prince to Paramaribo.
Each island was different, a discovery;
and I loved being at sea: all that limitless blue.
We got along with people. They liked us and we
were smart enough not to try to outsmart them.
I sometimes wonder if any of them wonder where
"the green machine" went — but word travels, I guess.
Marianne came along then, but we kept going.
I used to nurse her and steer at the same time.
She slept in a hammock, a child of the sea;
the noise of the diesel was like a lullaby.
It turned out she was a big draw on the docks,
and good for business. We were doing fine.
The Lady A did all we asked, and more.
She was a lot of work but it suited us.
With the right boat and luck, of course, and love,
you can do anything. We had the life!

This is a good place to put into and work.
We did careen the boat, recaulk and paint
her hull the green that made her shine like a scarab.
We chartered her a few times and partied a lot,
and turned her hold into a kind of disco.
But it was the rest that did us in, I think.
Suddenly, what she needed was more than we
could give or afford to do. The engine was tired,
for one thing. So, one day, he left — Marianne
was walking then and reading "The Three Little Pigs."
He was going to Guyana to get work,
he said. I stayed behind. Somebody had
to stay with the boat. I kept her going for
as long as I could. But keeping the Lady A
at anchor beneath the sun just beating down
and the green absorbing that sun day after day,
until it faded gray, blistering into chips,
and not being able to hire any help…

The one time Lenny sent some money, I had
to decide what to do with it, to put
it into the boat or not. Well, I had
already begun to sell off the obvious stuff:
the clock and barometer and weather fax,
and the bronze vice that had been his prized possession.
After a while, the engine wouldn't run
at all, and I sold the prop and then the shaft.
The transmission, too. I got good money for them.
Once, this guy says he'd take her off my hands:
he'd come on to me first (he was a looker
and Marianne adored him), and that was one thing;
but somehow I just couldn't give the boat away.
"Honey," the harbormaster said to me.
"Honey, she's going the way of all boats.
I know you pretty well and you're gonna have
to do something with her, definitely."
Proceeds from the auction moved Marianne
and me ashore. I kept her riding sail
and sewing machine to help me start this loft.
Now, she's nothing but the bones of a dream
and I'd have sold the lumber if someone wanted it.
A strange thing was how a bird who'd lived aboard
disappeared when the mast was pulled out of her,
and how suddenly I was aware of all
the other boats arriving and departing.
I'd watch them and think, and kick the sand at my feet.
It's a toss-up now, whether to leave her run-up
on the beach, part of the landscape, a tourist attraction,
or tow her out to sea and sink her with
a well-placed stick or two of dynamite.
Either way, she's a long way from the fjords
and the May bloom in her cheeks, and so am I.

— Richard Dey



Compass Cruising Crossword

'DON'T PANIC!'

ACROSS

2) Looks for
6) Type of thief
7) Yard or mast
8) Trembles
9) In the rigging
10) Ratio of the circumference to the diameter of a circle
12) Nonsense! (abbrev.)
14) "Water, water, everywhere, and all the _____ did shrink..." — *Coleridge*
16) Not down
17) Length overall (abbrev.)
18) What the ship's clock does
20) International GNSS Service, formerly the International GPS Service (abbrev.)
22) Problematic fuel for both stoves and humans
23) Canvas
24) Text-speak for laugh out loud
25) Bolt of lightning
27) Either __
29) '_____ Two Shoes'
32) Not on
34) Happen again (variant)
35) A famous champagne
36) Causes

DOWN

1) On the ship
2) Dry
3) Sound of indecision
4) Clear this on arrival
5) In pain
6) Iron oxide
9) This, in motion, is wind
10) Uncontrolled fear
11) A crucial concept in naval architecture
12) Fire injuries
13) French slang for spinnaker
15) Sprint
17) _____ iron: a small harpoon
19) Accident-prone area of a boat
21) "As good as ____"
25) Chastise
26) Elements in wooden hull construction
27) Open Geospatial Consortium (abbrev.)
28) "Mind the rudder or meet the _____" — *Capt. Fatty*
30) "___ saucy ship's a beauty, we're attentive to our duty..." — *WS Gilbert*
31) Stay clear of ____ smugglers
33) Popular wood for masts

Solution on page 30



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VILLAGE TO VILLAGE VIA





The Morne Champagne trail offers many photo ops, including a shot of your boat in Grand Anse D'Arlet

Morne Champagne is the hill that lies between Grande Anse D'Arlet and Anses D'Arlet in Martinique. A pleasant 45-minute hike wanders over this hill and leads from one village to the other. The path is clear but not always perfectly signposted. You can return by the same trail or wander back by the main road; allow a couple of hours for a relaxing round trip.

From the dinghy dock in Grand Anse D'Arlet, turn right on the road, walk for about three minutes, and look on your right for the signpost to Morne Champagne. Turn right at the sign and follow the road. At the bottom is a fork: a driveway with twin concrete tracks goes up to the left, and dirt with a good concrete road visible just beyond leads up to the right. You want the right fork. Follow the road up the hill and at the top look for the path heading off to your left; it is quite clear. If you arrive at the next house on the right you have gone a bit too far.

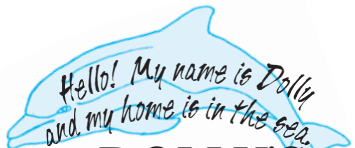
The trail is a rocky path cut through dry scrubby trees. If you look back as you climb, you will be rewarded by some good views of Grand Anse D'Arlet.

After the climb you come to a plateau where small side trails lead off to views or to the sea. The main path continues past a small grassy savannah where a sleeping lion would not seem out of place. Eventually you imagine you have reached the top of the hill and the path heads down. At the bottom is a trail division with a well-marked trail leading to the right and back towards the coast — I have not explored this yet. Since it heads in the wrong direction, it would be hard to make a mistake. But the same would not be true if you were starting in Anses D'Arlet, in which case at this division you want to turn right.

The path heads uphill again, and this will be the last uphill. Near the top the trail divides again. Take your choice; the right is a short cut, the left takes you up higher to a shrine then cuts back and joins the other trail. Now it is all downhill to Anses D'Arlet with some pretty views of the bay along the way.

If you are starting in Anses D'Arlet, turn left from the dock and follow the shore and the boardwalk till it turns into a road going uphill. Take this road and look for the trail, which has a sign, on your left.

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DOLLY'S DEEP SECRETS

by Elaine Ollivierre

We have looked at coral reefs and seagrass meadows. What else on our shorelines helps to protect the coast?

Mangroves are trees and shrubs that live along the coast in the muddy zone where land meets sea. There are three kinds of mangrove: red, black and white. They are found only in the tropics and they protect the coast because they grow in great tangled masses that can stand up to natural disasters like tsunamis and hurricanes. Mangroves have very unusual root systems that help to anchor them in rough weather.

Red mangrove trees (*Rhizophora mangle*) grow closest to the sea. They are easily recognized by their prop roots (**rhizophores**), which hang down from the trees, down to the water and into the mud below.

Behind the red mangroves are the black mangroves (*Avicennia germinans*). Their roots stick up out of the mud and water into the air like snorkels. These roots are called **pneumatophores**.

Behind the black mangroves are the white ones (*Laguncularia racemosa*). Their roots may be either rhizophores or pneumatophores. White mangroves are often found growing with another coastal tree called the buttonwood.

Now, why do the mangroves need these peculiar root systems?

Plants need oxygen for respiration. Respiration is the process that turns oxygen into food and energy for the plant to grow. Mangroves grow in thick mud. Surface mud is brown and absorbs oxygen from the air and water around it. Deeper mud is black and contains no oxygen so the mangroves have to find a way to get oxygen to the roots in the deep mud.

The prop roots of the red mangroves take oxygen down to the underwater roots. Above the water surface, the prop roots are hard and woody but, below the surface, they are softer and like a sponge, full of air.

The pneumatophores of the black mangroves allow air directly through spongy tissue to the roots.

Mangroves grow in tidal areas. Nutrients come in when the tide rises. Waste washes away as the tide recedes. Without mangroves, soil particles would also wash away, eroding the shoreline. The mangrove roots slow down the flow of water allowing mud particles to settle, stabilizing the shoreline. This is one reason why it is very important to conserve the coastal mangrove swamps.

Now try this experiment to show the different components of soil.

Put a handful of soil in a jar that is half full of water. Put the top on the jar and shake it well to make sure that the soil particles are evenly distributed in the water. Leave the jar for an hour or more to let the soil particles settle. Look closely at the soil after it has settled.

The soil will settle in layers according to the size and mass of its particles. Gravel will sink to the bottom then particles of sand will settle on top of the gravel. Silt forms the next layer and you may find a thin layer of red clay at the top. Any organic matter or **humus** (dead animals, leaves, grass, stems, etcetera) will be resting on top of the soil, as it is very lightweight. Mangroves help to stabilize the silt and clay layers and they add humus to the mud.

THE SKY IN NOVEMBER

by Scott Welty

The Planets in November
MERCURY - May be visible as an "evening star" during the last third of the month.
VENUS - Becomes a "morning star" in the east at about mid-month.
EARTH - Voted off the island.
MARS - Setting between around 1800 and 1830 hours all month.
JUPITER - Already high up in the east at sundown and setting after midnight all month.
SATURN - Rises in the early morning all month.

Sky Events This Month
4th - Saturn rises with the crescent moon at about 0515 hours.
6th - New Moon
7th - Mars sets with the crescent moon.
16th - Moon and Jupiter travel together.
21st - Mercury and Mars set together at about 1800 hours (see Figure 1).
Full Moon

Binary Stars

About half the stars you can see in the sky are actually two stars. There's a main star, called the primary, with a secondary star orbiting it. The rules of orbiting stars are the same as the rules for planets orbiting the sun or satellites orbiting the Earth, and these rules are from the 18th century from good old Uncle Isaac. Your naked eyeball cannot resolve the binaries. We still see what we think is a single star when in fact there are two.

How do we know, then? One way is to see the primary star wiggle back and forth very slightly. This shows that the secondary star is jerking the primary back and forth as it orbits. From the time it takes to complete one cycle, we can calculate things about the stars such as their mass. Sometimes the plane of the binary system is edge-on, as viewed from Earth. We call this an eclipsing binary and we can see this because the brightness of the star changes as the smaller star goes in front of and behind the primary.

The most famous of the eclipsing binaries is the "demon star", Algol, in the constellation Perseus (see Figure 2). It was first recorded in 1667 but probably known about long before that. Like clockwork, every 2.867 days, Algol will grow dim and then get bright again over the course of a few hours. This dimming IS visible to the naked eye. The Algol system consists of a bright primary star and a much dimmer secondary. When the secondary passes in front of (eclipses) the primary we see a drastic dip in brightness. You'll notice from the graph (see Figure 3) that there is another little dip when the dim star passes behind the bright one.

Below is a list of dates and times when Algol is at its minimum brightness. You can see from the graph that this dimming begins maybe five hours before and returns five hours after. So, I'd give Algol a look when it is at normal brightness and compare it to the stars around it. Look again then at one of the minimum times listed below. Specifically, compare to Almach. Almach (in Andromeda) and Algol are nearly the same brightness, but when Algol dims it will be noticeably dimmer than Almach.

11/15/2010 at 10:41PM
11/18/2010 at 07:30PM
12/08/2010 at 09:13PM

To Contemplate While Having a Glass of Wine on Deck

Recently, planet hunters from the University of California at Santa Cruz announced the discovery of an extra-solar planet orbiting the star Gliese 581. Like an eclipsing binary, the presence of extra-solar planets is "inferred" from movements of the star itself. This announcement comes after 11 years of study! This is not the first extra-solar planet discovered by a long shot but what is significant about it is that this planet is only about three times the mass of the Earth (giving it enough gravity to hold on to an atmosphere) and it is orbiting in the 'Goldilocks Zone'. That is, it is a distance from the star that is not too hot and not too cold but just right for liquid water — the key to life! AND, this star is a mere 20 light years away. That's practically next door by galactic distances. While there is no guarantee that there is any liquid water or that life evolved on this planet it does tend to make one think that there may be *millions* of similar such planets in a galaxy with hundreds of BILLIONS of stars. Hmmm… I wonder if the residents of Gliese 581 ever wonder about us? Hey wait, maybe they're already in Facebook!

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

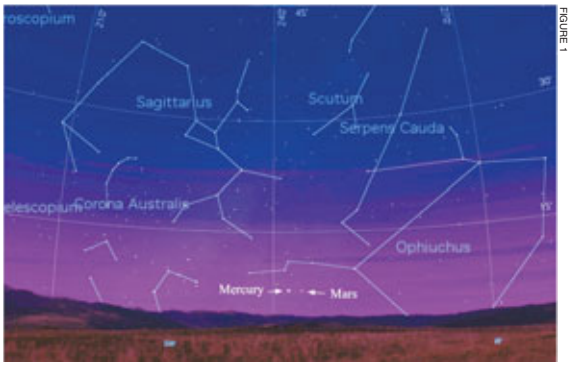


FIGURE 1



FIGURE 2

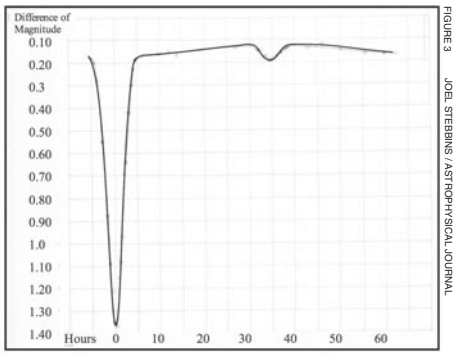


FIGURE 3
JOEL STEBBINS / ASTROPHYSICAL JOURNAL

Figure 1: Mars and Mercury setting together, November 21st, 1815 hours
Figure 2: Position of Algol around 2100 hours in November
Figure 3: Drop in brightness for Algol as a function of time



Which Way is the Tide Running?

Dear Captain Science,

Every month I cut out of the *Compass* the table showing the Meridian Passage of the Moon. There, Don Street explains that the tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith, and then runs westward.

The fact is, when the moon rises, we have Low Water, and when the moon is at its zenith we have High Water. Of course there is two to three hours delay in the time. The water must come from low tide towards high tide. If I am, for example, in Trinidad the water must flow from the east to the west to bring the high tide (NOT west to east, as mentioned by Mr. Street).

Next point: In Trinidad the word goes around among cruisers: when leaving for Grenada it is best to leave two hours before Low Water because the eastward-flowing current will give a better angle for sailing to Grenada. (After Low Water the water runs from east to west, and the sailors will get swept more to the west, is my thinking.)

I am sorry, my opinion is, when we have Low Water in the Caribbean (and everywhere else in the world) then follows High Water and the water must come FROM the east running to the west. I discussed this with some other cruisers, and they have the same opinion as I.

Would it be possible to write a detailed article about the tides? Thank you very much!

Angelika Gruener
S/V Angelos

Dear Captain Science,

I will try to set out my concern with the Meridian Passage of the Moon column that is published in the *Compass* each month [*see this month's table on page 22*].

We note, for example, that the column reports that the time of the moon's zenith for March 29th is 2351 while the time of zenith for March 30th is 0000. As you know, while the Earth revolves once in 24 hours, the moon revolves around the Earth (technically the moon and Earth both revolve around a point approximately 1100 miles within the Earth) every 27 1/3 days. At the same time the Earth/moon system is revolving around the sun. Thus, the moon comes to the same celestial longitude (i.e. position between the Earth and sun) every 29 1/2 days (the synodic period). This is important because the combined effects of the sun and moon give rise to the tides (the moon's effect being approximately two-and-a-half times greater than that of the sun, given its much closer proximity.

—Continued on next page

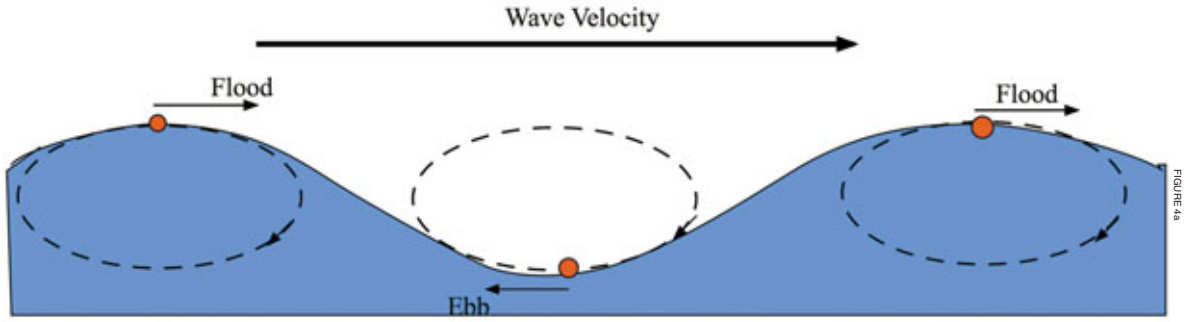


FIGURE 4a

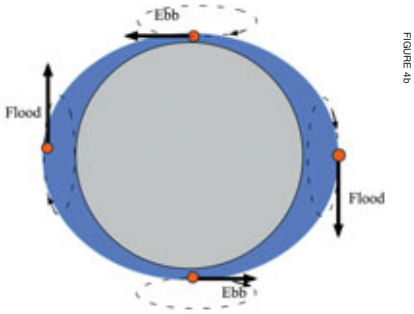


FIGURE 4b

Figure 4a: The motion due to the squashed ovals accounts for tidal flow
Figure 4b: Same as 4a, with the wave wrapped around the Earth

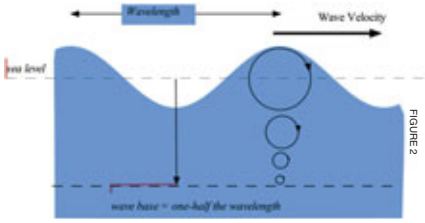


FIGURE 2

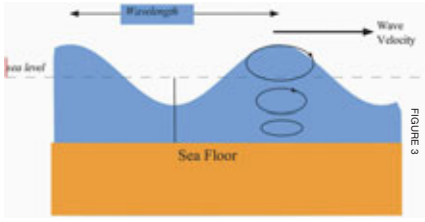
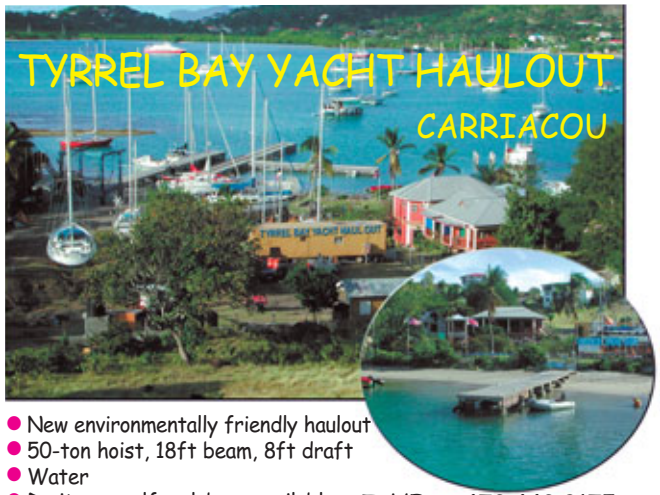


FIGURE 3



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—*Continued from previous page*

So every 29 1/2 days we experience a similar tidal event (absent consideration of the tilt of the Earth's axis and other very minor considerations).

So what is the net result of this celestial merry-go-round? As Mr. Street notes, the tides and their respective currents are born and sailing yachts are borne with them. And to align one's passage with these inexorable events the critical factor is timing.

Given that the rotation of the Earth and moon are approximately regular, it is impossible that the time between the moon's meridian passage at one point on Earth would shift from day to day by an average of 50 minutes, and then one day appear nine minutes later (or 18 minutes later as occurs per Mr. Street's table between April 28th and the 29th).

I don't know the source for these tables [*Editor's note: source of data is the British Admiralty Nautical Almanac*] but they are clearly not designed for the purposes of estimating tides and, as such, are inappropriate for guiding the timing of passages between islands. The timing of the tides does not shift by nine (or 18) minutes from day to day.

John DeLong
S/V Alouette

Captain Science responds:

Why Tides at All?

The existence of tides on Earth is due to the presence of the moon and somewhat by the presence of the sun. Near the moon the water is pulled away from the Earth creating a bulge on the moon side. The Earth itself is pulled on harder than the water on the far side, pulling the Earth away from the water creating a

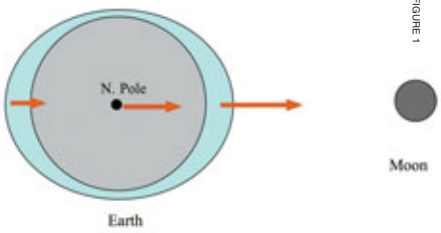


FIGURE 1

similar bulge on the far side (see Figure 1). This is the classical start of an explanation of why there are two high tides a day. As the Earth spins around once in 24 hours, the moon only moves slightly (about 1/28th of a circle) in its orbit. So we will spin into the high tide and the low tide configuration twice a day.

That's fine as far as it goes, but there are places with one tide a day and places with virtually no tides, so this simple model comes up a little short.

Tides as Long Wavelength Waves

Water waves are a bit complex. It might seem that the water is simply moving up and down but in fact there is a rotary motion involved. Watching waves roll over sea grass while snorkeling can show you that there is a back-and-forth motion under the water (see Figure 2 on previous page). The rotary motion diminishes with depth and if the rotations completely dissipate before getting to the bottom (deep enough water) we have 'deep water waves' and their speed is given as a function of their wavelength. If the depth becomes small compared to the wavelength, however, the circles get squashed (see Figure 3) and the resulting ovals give a much more forward-and-back movement to the water than a deep water wave would give. Note that it's not really critical how deep the water is, but how deep compared to the wavelength.

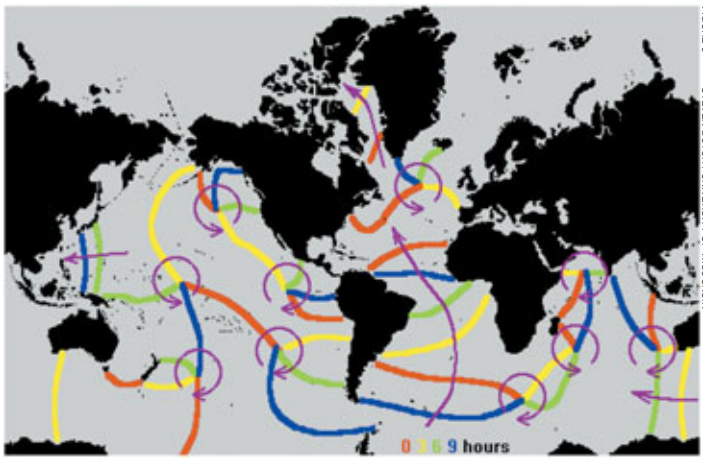


FIGURE 5

STEVEN DUTCH / UNIVERSITY OF WISCONSIN

Figure 5: The colored bars show the position of high tide at three-hour intervals

Look back now at our simple two-bulge tides picture. That is also the picture of a long water wave with the wavelength (from one crest to the next) being half the circumference of the Earth. That makes the wavelength about 12,000 miles compared to ocean depths averaging 1.5 miles over half the oceans. So thinking of the tides as a long wavelength forces us to also consider them to be, by far, "shallow" water waves. The tidal wave velocity is east to west as the bulges stay relatively fixed relative to the moon while the Earth spins underneath.

Tidal waves then (not tsunamis!) are an example of an extremely squashed shallow water wave. The back-and-forth movement of the squashed wave is our tidal flow (see Figures 4a and 4b on previous page).

Further Complications

The average excursion due to this flow is about three miles at one knot and that makes the movement subject to the Coriolis force — yes, the same Coriolis force that twists our winds around high and low pressure systems. Another complication is that our pretty model of wave motion gets screwed up by all the continents sticking up out of the water. The result is rather surprising: tidal flow is rotary around some nodal points scattered around the planet (see Figure 5).

This graphic (go to www.uwgb.edu/dutchs/EarthSC202Notes/TIDES.HTM for an excellent animation of this) shows the position of high tide at three-hour intervals. The arrows indicate the direction of travel. You see that most tides flow around nodes in the ocean where there would be virtually zero tide. Between parallel coasts such as the South Atlantic between Africa and South America, the tide flows as a broad northbound wave over and over again.

Add to this the fact that there are significant ocean currents caused by unequal heating and cooling of the seas, such as the equatorial current that flows westward between the southern Windward Islands, and you complicate the situation even more. Suffice it to say that which way the current flows at any point at any time is perhaps best left to simply looking at the historical data for that point, or what the locals already know! This may agree with the idea of water flowing toward the moon or it may not.

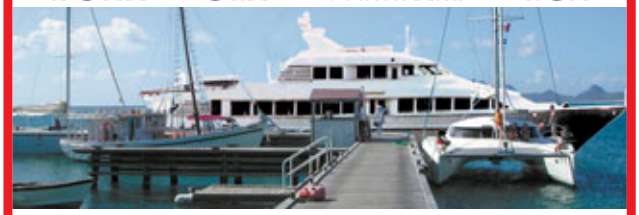
Finally, there are still more details about tides to investigate. There is the lag between the meridian passage of the moon and the high tide due to friction between the tidal flow and the sea bottom. Also the behavior of tide running up an estuary (think of the Bay of Fundy) is a VERY local event and the shape of the channel has a large effect on the behavior of the tides. The moon is not necessarily over the equator, which accounts for one high tide being higher than the other, typically. The tidal flow tends to run parallel to a shore regardless of the global pattern in Figure 5.

References:

• *College of William and Mary - Virginia Institute of Marine Science (http://web.vims.edu/)*
• *Seafriends (www.seafriends.org)*
• *Steven Dutch, Natural and Applied Sciences, University of Wisconsin - Green Bay*

Got a question for "Captain Science"? E-mail Scott at weltysail@gmail.com.

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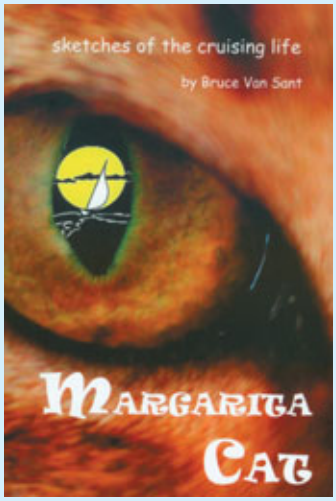
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BOOK REVIEW

A Genre of One



Margarita Cat: Sketches of the Cruising Life by Bruce Van Sant seeks to illustrate 40 years of the people and places the author encountered and collected in ship's logs and letters while traveling four continents by boat.

Van Sant first learned how to sail in Florida on boats borrowed from beach lifeguards. During his years of sailing the world, Van Sant worked, wrote and learned six different languages. He has published several cruising guides, including the famous *Gentleman's Guide to Passages South*. Van Sant and his wife live in the Dominican Republic.

Van Sant hopes *Margarita Cat* will encourage others to discover the freedom and uniqueness of living life on the sea. "Economic disasters and social transformations drive millions to their cliffs like lemmings, but they don't have to jump," says Van Sant. "An all-time low buyers' market exists for yachts, and that presents a low-cost life alternative. *Margarita Cat* documents it."

Sketches in *Margarita Cat* include yarns about couples, lonely professionals and retirees who attempt to escape the normalcy of their lives, only to find unlikely marriages and mischief throughout uncharted parts of the South Pacific, Mediterranean and Caribbean. "Bruce Van Sant spent 40 years navigating in that subculture, but coming so early into it, he never really fit in with the American cruising crowd as it swelled to a movement," says Peter Swanson, a contributor to *Yachting*, *Soundings Magazine* and *PassageMaker*. "His apartness has given him a unique, often hilarious perspective of what happens when Middle America decides to escape by sea. Bruce's mind does not work like most of ours, so when he puts his thoughts in writing, as he has done in *Margarita Cat*, the result is an oddball classic in a genre of one."

This book is available at bookstores and at Amazon.com.



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Lime, Eat and Drink with Trini Foods

by J. Wynner



I'm flipping through the pages of *Côté ci Côté la* (pronounced coh-tay-see, coh-tay-lah), a dictionary by John Mendes, to present yachties with a little taste of some favorite foods in Trinidad & Tobago.

If offered an *alu pie*, which is an Indian finger-food of soft white-flour dough stuffed with potato or *channa* (chick pea) and fried, partake. The spicy seasoned filling may delight your palate. However, if the offer is for *babash*, also called mountain dew or bush rum, be aware; it is alcohol illegally distilled in homemade stills.

Bake, on the other hand, is a Trinidadian staple. It is a mixture of flour, yeast, salt, and water, which is — no, not baked — fried. When making roast bake grated coconut is sometimes added to the mixture. It can be prepared in quick time and is often used at mealtimes in place of bread. Bakes can be fried plain (in Nicaragua, plain bake is called fried bread) or stuffed with either corned beef or mincemeat. Bake and shark, bake and fish or bake and salt-fish with attendant condiments are always in great demand with locals, especially at the popular Maracas Beach where bake and cheese is also available. These favourites are also sell-out items at cultural and sporting events, and available from wayside vendors. Whichever way, Trinis love their bake.

Callalou, "a thick green soup made from dasheen leaves, ochroes (okra), coconut milk, seasoned to taste," can now be found on the menu of most Caribbean islands. Callalou, which often includes crab, can be used as a first course, or as a side dish with the main meal. In Caribbean communities living in the US and Europe, spinach is often used as a substitute for dasheen leaves.

Trini *float* does not mean to stay buoyant in water; float being "a morsel made of flour, deep fried in oil, like a fried bake but lighter".

You'd often hear the word *lime* in Trinis' conversations. However, more often than not, the lime being talked about is not the citrus fruit with which you're familiar. In the lingo, lime is the getting together of a small group of persons for a pleasurable time: "Ah going on a beach lime this week-end!"

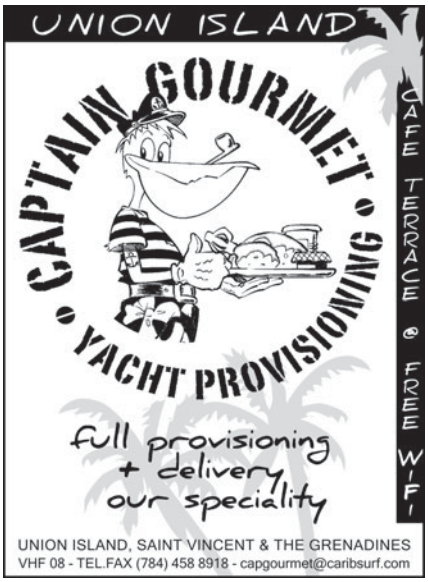
You can't sail all the way to Trinidad and not try *mauby*. It is a drink made from boiling the bark of the *rhamnaceae* tree. Aniseed is added to the boiled bark; the liquid is then diluted, sweetened with sugar and swizzled until the drink gets a frothy head very much like beer when poured into a glass. Although a very refreshing drink, because of the aniseed, mauby has a slight bitter aftertaste.

Oil Dong you may just love — it's a meal of breadfruit cooked in coconut milk with seasonings and salted meats. Oil Dong is a "*one pot*", since it is "a complete meal with various ingredients all cooked at the same time in the same pot".

Pastelles are especially favoured as part of the Christmas fare although they can be obtained year round. Pastelles are made from corn flour stuffed with chopped meat, raisins, olives and seasonings, then wrapped and tied in banana leaves and boiled. *Pelau* must be the most popular Trini one pot cook-up. It is a quick dish made with rice, pigeon peas, pumpkin, carrots, meat of choice (pork, chicken or beef), and seasoning to taste. *Pone*, a sweet pudding, can be made from either cassava, bread, sweet potato, pumpkin or a combination of any of these main ingredients, mixed with grated coconut, milk, eggs, and sugar then baked. *Pow* is "a Chinese puffed, steamed, meat-filled pie" of either chicken or pork.

Saadaa (spelt "sada" on restaurant menus), a plain type of roti, is usually eaten with spicy, curried vegetables and sauces. *Sahena* is another of the "Indian fried morsel mixture of dough, dasheen bush and split peas". *Sapodilla* is a rough skinned, round, brown fruit with flat black seeds that has pulp with a delicious sweet taste. *Seamoss*, as the name implies, comes to us via dried seaweed, which is made into a drink by soaking, "adding milk and spices, then swizzling briskly". *Sorrel*, another favourite drink, is made from the red, velvet-skinned sepals of a plant related to hibiscus, which bears around December and is a Trini must for Christmas. *Soursop* is a fruit with a soft prickled exterior. It has a white fleshy interior with black seeds. The fruit makes a creamy, lip-smacking punch when water is added to the fleshy pulp, which is then drained and condensed milk added. Makes a heavenly ice cream too.

Thanks to Mr. Mendes for permission to use material. Côté ci Côté la *is available at bookstores in Trinidad.*





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Dear *Compass* Readers,

Those who have been following the reaction to my original letter about Chaguaramas, Trinidad in the July 2010 issue of *Compass* will have noticed that amid the rebuttals respondents have, between them, confirmed every significant comment I raised.

No single action could better sum up the security situation in Trinidad than the re-establishment of 'vigilante' security patrols. (Regarding the rate of crime in Chaguaramas back in July 2008 and the forming of a patrol by visiting cruisers then, see www.noonsite.com/Members/doina/R2006-08-05-1.) In the October 2010 *Compass* it was reported that the Chaguaramas Business Community (CBC) group had formed a 'neighborhood watch' in the form of patrols on the water in Chaguaramas Bay. These patrols, which commenced on the 3rd of August, were formed to combat the spiraling rate of theft in the anchorage and the fact that neither the Police nor Coast Guard has accepted responsibility for the security of the harbor.

Initially these patrols were manned by members of the CBC, but they were not able to get enough volunteers from within their membership and now there are regular requests on the Cruisers' Information Net for volunteers from the cruising community. The patrols aim to maintain a vessel patrolling the anchorage nightly. The vessel is manned, usually, by one or two unarmed volunteers (including women) and equipped with a VHF radio and cell phone. Should the patrol detect a suspicious presence or disturb a crime in progress it is their intention to radio the Coast Guard for assistance.

These patrols are not universally supported by the yachting community and locals, many of whom believe that foreign visitors should not become involved with enforcing the law of another country. Imagine the response if a bunch of foreigners started patrolling your home harbor?

The basic difference between 'vigilante' action and 'neighborhood watch' is the approval and assistance of the police. Definition of vigilante: Any person who takes the law into his or her own hands. These patrols do not have the approval or co-operation of the police. The Coast Guard is aware of the patrols but has no authority to approve them. The Coast Guard response to a patrol volunteer's call is no different from that of a request from any other person. Taken from selected websites: "The 'Neighborhood Watch Program'... enlists the active participation of citizens in cooperation with the Police Department to reduce neighborhood crimes. Police endorsement is critical to a Watch group's credibility."

Since the commencement of the patrols there have been four motors and two dinghies stolen; another robbery was disturbed by the owner of the boat, not the patrol. I am concerned that, as the thieves appear to know all the moves of the patrol and are becoming more daring, it can only be a matter of time before a serious confrontation occurs. It is reasonable to expect that as the thieves would be armed, the people manning these patrols are out of their depth and could get hurt. Security is a job that should be left to those trained and prepared. As long as 'vigilante cowboys' want to play games, the authorities will be happy to sit back and watch.

In a recent incident of motor theft, after the commencement of the patrols, the crew of the yacht involved, who claimed to have been coming to Trinidad for 12 years, said on the Information Net that they were well aware of Trinidad's reputation for theft but had no idea of just how serious the problem in Chaguaramas had become, and further suggested it should be part of the Net Controller's responsibility to warn boats arriving of the seriousness of the threat.

The average number of motors stolen per month before the patrols started was 2.3. With patrols it is presently 2.0 — and rising. My records show a total of 17 motors and seven dinghies stolen over the past five months. The oft-used adage "lift it, lock it or lose it" does not hold. Lifted on davits or side halyard, they still lose it. At least a dozen yachts have been burglarized while in the boatyards and marinas.

There have been three reported incidents of cruisers being run down in their dinghies by speeding pirogues, and many more near misses. I am pleased to report the placing of the first of a number of 'No Wake Zone' signs scheduled to be erected along the shoreline of the harbor. Now comes the hard part, education and enforcement, hopefully before another person is run down. I look forward to reporting progress on this long overdue but urgently needed initiative.

Ron Llewellyn

PS: Without consulting the 160 members, the administrators of the Facebook Group 'Trinidad for Cruising Sailors' have decided to close it and move to a new site. There are still many questions awaiting response.

Editor's Note: We asked Niels Lund, coordinator of the Chaguaramas Business Community's volunteer security patrol, for his comments, which follow.

Dear *Compass*,

I don't quite see the point of RL's comments regarding our security patrol. He does not support the patrols and I respect his position. However, I wish to point out some facts of which he and others may not be aware.

The volunteer security patrol uses a boat that has been generously loaned to us to motor around Chaguaramas Bay at night. Any suspicious behavior is logged and, if necessary, reported to the Coast Guard by phone. In what way are we "vigilante cowboys" taking the law into our own hands? We have every right to motor around the anchorage. The police, while indifferent to this problem, are aware that we are patrolling and have never indicated to us that this was an illegal activity.

The statistical picture that RL paints is misleading. According to reports that I can find, 17 outboard engines have gone missing in the last 12 months. Although this is 17 too many, it is not two or three per month. Since the start of the volunteer security patrol (August 3rd), there have been five dinghy/outboard thefts:

- The first theft was in the early evening before the security patrol had begun. We start at 10:00PM and finish at 5:00AM.
- The second and third thefts took place on the first night in 12 nights that there was no patrol.
- The fourth theft took place while the watch was on duty. The dinghy was stolen from a boat where I had warned the captain that he should lift his dinghy because of the theft problem. Notwithstanding the fact that he had a dedicated davit on deck above the dinghy, he declined to do so.
- The fifth theft took place after the patrol boat was withdrawn from service (because it had been damaged while pulling a yacht that had dragged onto a lee dock during a bad storm).

During this period (July to mid-October), three engines were stolen off boats at Hart's Cut — one cruiser and two local boats — but our patrol does not cover the Hart's Cut area.

With only one theft taking place in Chaguaramas while the security patrol boat was physically in the area, it would seem to me that when the patrol is present on the water, it is making a significant difference.

We are trying to get funding so that we can offer Ron a job.

As far as I am aware, it was one of the VHF radio net controllers, a cruiser, who called for volunteers from the foreign cruisers to take part in the patrols. I initiated the patrol by appealing only to concerned members of the Chaguaramas Business Community. Foreign cruisers initially offered their help spontaneously and it has been sincerely appreciated. It has helped to reduce the load on people who have to work the next day. We would all much prefer it if a paid professional security patrol could be provided and are working towards that goal. In the meantime, we are doing the best we can.

Niels Lund
Chaguaramas Business Community

Dear *Compass*,

Re: Keith Bowen's What's On My Mind column, "Expensive, Slippery and Shiny: A Deadly Combination", in the September issue of *Compass*:

I write to express some concern regarding the sky-is-falling tone employed by Mr. Bowen in his tale of woe concerning the stainless steel anchoring system anyone in the know could identify as WASI. (Whether they actually supplied the chain that failed is not even certain according to the column.)

That aside, I wish to take issue with the general slander of stainless steel anchoring components including chain.

Mr. Bowen's photograph and general description of chromium carbide build-up is consistent with a failure caused by aggravated intergranular corrosion, during which chromium (which provides stainless steel with its stainless properties) is depleted as the crystals grow, also known as the sensitization effect. This is initiated typically at the regions subjected to high heats, such as weld boundaries.

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To achieve quality stainless steel fabrication, it is firstly necessary to use a grade of adequate composition such as 316L or the 316Ti claimed in this case, and secondly it is necessary to "passivate" the weld afterward.

The failure of the chain in the manner described suggests nothing more than the steel's properties were lacking in either one or both of these two requirements, or additionally that the chain was not adequately maintained (e.g. kept in a damp salty locker and never cleaned).

The failure could also be caused by the usage of an incorrect welding rod material. I have seen otherwise high-quality 316L plate fabrications fail very quickly when welded incorrectly (the weld rusted and was gone completely within a season). Again this comes back to the quality of the particular product and the competence of the manufacturer, and is no indictment of stainless steels in general.

In general it is recommended that anchor chain comes from a reputable manufacturer, who stands to lose brand reputation, and is proof tested. In Mr. Bowen's case it seems he does not even know who the manufacturer is, let alone if there was adequate quality assurance (clearly not). This is no indictment of stainless steel anchor components in general.

There is nothing wrong with the use of stainless steel in anchoring systems, providing they are not immersed permanently (e.g. mooring components). Tales of stainless steel failures commonly come back to cheap and poor-quality products. Stainless is expensive – marine grade 316/L/Ti very expensive, and still superior grades like 2205 ultra-expensive (relative to galvanized steel alternatives). Comparing quality Italian chain available locally, I find that 316L is approximately four times more costly than the stronger G40 galvanized from the same manufacturer. Typically, a stainless steel product may be expected to cost between three and five times the equivalent grade galvanized version. If not, you are getting what you pay for.

By the way, I have no association with WASI.

Craig Smith
Affiliated with Rocna Anchors
Auckland, New Zealand

An Open Letter to Davon Baker
Dear Davon,

Let me start by congratulating the Sandy Island/Oyster Bed Marine Protected Area (SIOBMPA) for helping protect some vital reefs around Carriacou. It is not easy to get people to curtail fishing activities, even if it is in their own long-term interest, and I am sure it took a lot of discussion and meetings. We all hope this aspect of the park will help in long-term protection of marine resources in Carriacou.

Unfortunately, such discussions were not initiated with the yachting community, which is probably why, in one issue of *Compass*, there were no fewer than three letters expressing disquiet about aspects of the park. One of these was from Jerry Stewart, not only a Carriacou resident, but also part owner of Tyrrel Bay Yacht Haulout, an important small business in Carriacou. You may have consulted with the excellent organization MAYAG (Marine and Yachting Association of Grenada), but while some members of MAYAG own yachts, they are mainly an organization of business people in Grenada who have the yachting community as customers, and while they do look out for yachting interests, they are not always aware of issues important to those of us in the field.

I understand, too, that as part of a land-based organization, you may not think yachting is very important; after all, many yachting people come from other lands and you might feel it reasonable that they should just fit in with whatever you decide. However, yachting is a vital part of the economy of Grenada, Carriacou and Petite Martinique, and in the current recession it has proved its worth by putting dollars into the economy while land-based tourists backed off. I feel we should do everything we can to support yachting, as long as it is not detrimental to the environment.

In your letter to October's *Compass* you said: "We have many items to revisit and new ones to give considerations to." With this in mind, I would like to revisit one aspect of the park that has made yachting people unhappy, to see if there is anything that can be done.

Tyrrel Bay has been an important anchorage going way back into the distant past. As you know, most yachts anchor on the south side of the bay. But there is also an important anchorage on the north side of the bay that is now inside the park boundaries. This anchoring area is quite restricted. It is a little ways to the north of the entrance to the mangrove swamp in the one place where there is a good anchoring shelf between the channel and shore.

In general, only one or two yachts anchor here. This changes when there is a bad northerly swell and this becomes the only protected part of the bay. At these times, you can see 15 or more boats anchoring here to avoid the swells. Even in lesser swells yachts will choose to anchor here when they want to climb the mast, get work done in quieter water, or even be on their own. The seabed in which they anchor is old "rubble" coral, stones, sand and mud. There is some live coral, but it is close to shore, in water too shallow to anchor, and is therefore not threatened. It seems to me, and others in the yachting community, that there is no good environmental reason not to let yachts continue to use this anchorage, and unless the park has some pressing environmental considerations we don't know about, to ban yachts from anchoring here unnecessarily restricts yachting and is a discouragement to the yachting industry with no tangible benefit to the environment. We would therefore like you to consider allowing yachts to anchor in this area freely, as before. If you have good reasons not to allow this, then perhaps you could publish the reports showing what damage anchoring is doing here. We would at least know our activities are being curtailed for a good reason, not just a bureaucratic one.

Chris Doyle
Yacht *Ti Kanot*

Editor's Note: We asked Davon Baker for his response, which follows.

Dear Chris Doyle,

I appreciate very much your letter and the approach you have taken. Being aware of your handle on yachting and regional maritime issues, I was somewhat disappointed when you previously suggested that we had no real reason to implement a marine protected area in Carriacou, because our reefs were mostly intact. However, several studies have shown that our reefs are, in fact, as threatened as any others, the causes being both natural and human-induced. We believe that a prophylactic, pre-emptive approach would serve us well.



In addition, it appears that your take was in reaction to information that was disseminated with some measure of prejudice and bias. In fact, in the case of Jerry Stewart, his accusations lack accuracy. I also think you misunderstood my intent when I made reference to MAYAG. I did not mean it to say that they were the *de facto* yachting organization consulted, because SIOBMPA consultations with the yachting communities date back to mid-2004, when representatives visited the very Tyrrel Bay Yacht Haulout owned and operated by Mr. Stewart.

I have also been informed that discussions followed in September 2004, early 2005, and also in 2009. In April 2005, so as not to omit yachties from the early planning process, the Tyrrel Bay marina was selected to represent all local marinas, and by extension the yachting community, on the stakeholders' board. I am not aware that the yachting community in Carriacou is otherwise organized.

The truth is, representation on the SIOBMPA Management Board is not intended for individuals and/or businesspersons. Instead, the board is comprised of representatives of community and non-governmental stakeholder groups, as well as the agents of relevant government departments.

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As such, simply having an important business in Carriacou does not qualify one for a seat on the board. In spite of that, exception was made in the earlier years simply to capture the input of the yachting community. As such, it is highly disingenuous of Mr. Stewart to suggest that SIOBMPA neglected to initiate discussions with that sector.

At the same time, if a person cares truly for what SIOBMPA is seeking to achieve, then there are several avenues for making input into the process. We are open to new thoughts and ideas, even if we cannot implement them all. And of course, we are well aware of the value of the yachting community to Carriacou and SIOBMPA. It would better serve our community if persons from within the community engage the SIOBMPA directly.

SIOBMPA values the frank suggestions and factual criticisms of the various communities, the same applying to you. We would love to consult with, and learn from, you. I assure you that keen attention is paid to your suggestions. As I have indicated before, we are adaptive in our approach, and already an area is identified where anchoring would be permitted, especially for the bigger yachts.

The bottom line is the MPA is real in its intent — endorsed by the Government of Grenada and several regional and international conservation organizations. Given time, I am quite sure it will be realized that it is not just a facade targeting the tourist dollar, but that we are truly conserving valuable marine ecosystems for future generations, through effective co-management.

Eagerly looking forward to hearing from you, and to establishing an open line of communication.

Davon Baker, Chairman
SIOBMPA
Carriacou
siobmpa@gmail.com

Open Letter to all Tourism-Related users of the SMMA/CAMMA,

The Soufriere Marine Management Association (SMMA) of St. Lucia is a local Management Authority that extends services to all water-based tourism interests such as yachting, fishing, scuba diving, beach recreation, and the tourism fraternity in general as part of Government's policy for national development. Indeed one of the primary mandates of the organization is to enhance the equitable economic, social and cultural benefits generated from the sustainable use of the coastal and marine resources of Soufriere at the local and national level. Enshrined in this broad mandate is the need for the SMMA to take necessary steps to mitigate anthropogenic impacts on the marine and coastal resources of the area and to protect the fragile marine ecosystem while ensuring all stakeholders benefit from hassle-free use of the area.

In addition to being designated a Local Fisheries Management Authority under the Fisheries Act, No.10 of 1984, the SMMA has also been given the mandate to oversee the Canaries Anse la Raye Marine Management Area (CAMMA). The increased responsibility has had a direct impact on the limited human and financial resources of the Association, with additional expenditure required for fuel and maintenance of the patrol vessel, the need for additional staff, as well as the necessary infrastructure/platform to facilitate the extended responsibilities that are required for the CAMMA.

The SMMA is a small nonprofit entity that depends exclusively on user fees to meet the costs of all expenditure. The Association does not receive a subvention from government; however cabinet conclusion 724(b) of 2000 agreed that the SMMA would continue collecting user/entry fees to the Marine Management Area. Recurring expenditure includes salaries, fuel, maintenance and replacement of infrastructure (demarcation buoys, dive moorings, yacht moorings) and vessels; as well as equipment to perform the necessary monitoring, public education and enforcement activities, important to fulfilling our mandate.

Three kinds of fee categories have been established within the area:

- Dive Permits: where each person diving within the Managed Area pays either an annual or daily permit (EC$40 and EC$13.50 respectively).
- Snorkel permits: where each individual who visits the Managed Area through an organized snorkel tour or cruise ship pays for a snorkel permit.
- Yacht mooring permits: where each vessel coming into the area must pay a mooring fee dependent on the length of the vessel.

Fees for the use of resources within the SMMA and CAMMA have remained constant since January 1st, 2004. Increases in fuel and other operating costs, as well as the added responsibility for CAMMA without a corresponding increase in fees, have resulted in the erosion of SMMA's ability to effectively carry out its mandate. At the same time, stakeholders continue to demand an increase in marine infrastructure (mooring buoys), increased enforcement and presence of Marine Rangers, increased maintenance of marine infrastructure and adjustments to perceived inequalities in the Fee and Billing Systems.

To address these issues, the Association has embarked on a restructuring of the Fee and Billing Systems with a formula that aims to represent equity for all resource users as well as improve the efficiency of revenue collection. Without this action, the sustainability of the SMMA is under threat and a real possibility exists of a return to the conflict and disorder that existed prior to the establishment of SMMA. A return to such a state will negatively impact the ability of all stakeholders to continue their present livelihood operations.

The following changes to the fee system are expected to come into effect by November 1st, 2010:

- The three categories of fees will remain; additionally a User Entrance Fee will be applied to all persons entering the Marine Management Area. The fee will be US$1 per person entering the area using day boat charters. There is no increase in the fee for snorkeling and dive permits.
- A fee of US$2 will be applied, per person per day, to anyone entering the Marine Management Area using yachts.
- Yachts will have the option of paying for one night's use of mooring buoys in the SMMA/CAMMA instead of the current minimum rate, which covers one to two days. There is no increase in the fee for a yacht mooring permit within the SMMA/CAMMA.
- A central billing system will come into effect where stakeholders will have the option of signing contracts to pay annually, biannually, quarterly or monthly.
- Day boat charters will be billed annually at 25 percent of their licensed boat capacity (or US$0.25 per person) in the first year to take into account charters that have already been booked for the upcoming season.
- Dive operators will be centrally billed annually (or, as preferred, biannually, quarterly or monthly), at the rate of a daily dive permit fee, at 25 percent of their licensed boat capacity.

In return the SMMA reaffirms its commitment to do the following:

- Increase education and public and user awareness activities to re-build support and sustainable use of the area.
- Improve response time to assist in managing conflicts and other user issues.
- Increase enforcement activity and patrols within the SMMA/CAMMA.
- Increase infrastructure in the Managed Area (mooring buoys) to satisfy user requirements.
- Increase the maintenance of marine infrastructure in the SMMA/CAMMA.

Your continued support and full cooperation is appreciated.

Newton Eristhee, General Manager
Soufriere Marine Management Association
Soufriere, St. Lucia
Tel (758) 459-5500 or 724-6330
neristhee@smma.org.lc

Dear Compass Readers,

This is a note to any cruisers who are traveling with a pet. Plan to have a titer test done on your pet and carry that paper with your rabies certificate. More and more rabies-free countries are requiring them, it seems.

This past summer we flew back to the USA with our very healthy, always vaccinated 15-year-old pet cat who has spent her whole life on the boat. We have flown out of Trinidad many times, but upon returning this year we found the government is now requiring a titer test, along with a health certificate, to give your animal import permit. Allow plenty of time for this test if you are in the United States — it takes four to five WEEKS minimum! This test is not a blood test that can be done in the vet's office. Your vet will take blood from your pet then it has to be express mailed to a special testing facility. In the US, there are only a couple of places that do this test.

If flying back to the islands with a boat pet, allow plenty of time for receiving the results of this test.

Leslie Jones
S/V Phaedrus

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.

Send your letters to:
sally@caribbeancompass.com
or
Compass Publishing Ltd.
Readers' Forum
Box 175BQ
Bequia VC0400
St. Vincent & the Grenadines

There is a fine line we walk when we choose to live a life on the water, particularly if we do boat deliveries. We make the decision to be separated from our loved ones and there are times when we have to make tough decisions and times when we have no control because of where in the world we are.



In early May I was in southwest Florida getting ready to crew on a delivery to Maine when my sister called and said that our mom had been rushed to the hospital and things didn't look good.

Fortunately my delivery wasn't leaving for another week and I was able to fly to Cleveland, Ohio and spend some time with Mom, my sister and my cousin. When we arrived at the hospital and walked into CCU we found Mom in good spirits. She rallied with all of us around her, but I knew in my heart that this would be our last time together.

I went back to Florida and spent two weeks sailing to Maine. Then I received another call from my sister that Mom was back in the hospital, and I knew that I would not make it back to see her. Now was the time that I had to do my own soul searching and realize that no matter the distance between us, we would always be connected.

I called my sister, who is very supportive of my lifestyle, and told her that I was flying to the Dominican Republic to crew on a delivery to St. Lucia and that I would call her in ten days' time. About three days later we were sailing off Puerto Rico and I was able to get phone service. There was the inevitable message from my sister that my mom had passed away.

Please indulge me; I asked my sister Karin to read this to my mother during her memorial service. For this is how a sailor said goodbye…

We live our lives in seasons and no matter how we prepare ourselves, we just can't. My mother's life has always been filled with trials and tribulations, but she never wavered when it came to Karin and me.

I have chosen to live a very unconventional lifestyle. I'm seeing what the world has to offer by sailing the high seas. Mom once told me that living in Gary, Indiana was the longest time that she had ever spent anywhere and she wasn't sure how comfortable she felt about it! When I would call her, she'd always ask me where I was. It made her smile.

My Mom has been my inspiration to embrace every single day while I can, and so I dedicate this chapter of my life to her. As I sit here during my late-night watch, just offshore of Puerto Rico and, yes, crying, a wave just crashed over the boat mixing my tears with salt water and smudging this piece of paper — I want you to know that this is not a day of mourning, this is a day of joy. Mom has finally been released from the confinements of life.

Thank you Karin for all your love and support and for being my "Sister Girl".

I have placed the hand-written version of my thoughts into a corked bottle and cast it out to sea. Mom, have a great journey.

I love you, your baby forever,
Gail



Delivery crew Gail Isaacs reminds us of one of the tough realities bluewater sailors face

My mother had the insight to share her wishes for her final days with us years ago. Here's what I'd like to share with all of you: while you are at a point in your life while you and your loved ones are still healthy, sit down and talk about what you want in case of a catastrophic illness. (For years, I've made absolutely sure that my family knows that I'm an organ donor.) It's the kindest and most generous thing that you can do for your loved ones and yourself.

ERROL FLYNN MARINA

REQUEST FOR EXPRESSIONS OF INTEREST
to operate a Boatyard and Fuel Facility
at the Errol Flynn Marina:

- ❑ Boatyard - 145,000 sq. ft. Excluding building space
  - Buildings - 5,666 sq.ft. with service bays, offices and other utility areas
  - Two (2) Jetties and one (1) boat slip (depth in excess of 20 ft.)
  - Reinforced launching ramp
  - 100BFM Model Marine Travelift with extension to 30-foot beam
  - John Deere yard tractor with trailer
  - Boatyard ground tackle, ample jack stands, shoring materials
  - Boatyard designated a 'Free Zone' area
- ❑ Fuel Facility
  - Three (3) pump dispensers consisting of:
    1) Two (2) Diesel pumps each with a capacity of 8,200 US gallons.
    2) One (1) Gas pump with a capacity of 4,500 US gallons.



The Port Authority now invites eligible companies to indicate their interest in operating the Boatyard and Fuel Facility.

Companies interested must be in possession of a valid Tax Compliance Certificate. For Overseas interests, evidence should be provided to indicate that they have initiated the process to obtain a valid Tax Compliance Certificate. For further information please visit:
www.ncc.gov.jm/ncc/documents/tax_compliance_for_foreign_suppliers

Interested companies must provide information establishing that they are qualified to perform the services, such as:

- Minimum of three (3) years experience in operating a Boatyard or similar activities.
- Description of at least three (3) activities related to Boatyard management and operation.

Suitable companies will be selected to submit a proposal based on the overall assessment of information provided. The selection criteria may be obtained at the office of the Errol Flynn Marina.

Submit Expressions of Interest to:
Marina Manager
Errol Flynn Marina
Port Antonio, Jamaica
dwestin@portjam.com

Deadline: **December 15, 2010**

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• Boat Maintenance – you must be experienced, have your own tools, be knowledgeable about common systems found on sail and power boats up to 50ft in length and be able to operate these vessels as well. References required.

• Client Service - This is an entry level position - you must be personable, happy and ready to make our client's vacations special – boating knowledge is a plus.

• Parts Clerk – we need a detail oriented OCD person to help us keep track of all our loose screws – boating knowledge and computer skills are a big plus.

PART TIME

• Charter Briefer – This is an ideal job for the semi retired cruiser that wants to earn extra money. You will meet and greet charter clients, familiarize them with their charter boat and take them for a brief test sail. You must be able to demonstrate all of the mechanical systems on a charter boat conduct a chart briefing, answer client's questions, put them at ease and then, after a brief test sail send them off on a great vacation. You can work as much or as little as you desire.

All candidates must be legal to work in the US. Apply by email to kirsten@cyoacharters.com

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SAIL:		36' Pearson 365 Classic Lines, Reduced	30K
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52' Colvin Gaff Schooner. Major Refit	199K	35' Camper Nicholson '78 Rebuilt Eng.	39K
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CALENDAR

NOVEMBER

1	All Saints' Day. Public holiday in many places
2	All Souls' Day. Public holiday in many places
3	Independence Day, Dominica. Public holiday
3	21st Annual Caribbean 1500, Virginia to Tortola, starts. www.carib1500.com
3	Bahamas Cruising Rally, Virginia to Abacos, starts. www.carib1500.com
6	St. Maarten Optimist Championship. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
6	Drakes Channel Treasure Hunt. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
12 – 14	3rd Heineken Regatta Curaçao. www.heinekenregattacuracao.com
12 – 14	BMW J/24 International Regatta, St. Lucia. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
12 – 14	Jolly Harbour Yacht Club Regatta, Antigua. JHYC, tel (286) 770-6172, miramarsailing@hotmail.com, www.jhycantigua.com
12 – 20	20th Aruba Heineken Catamaran Regatta. www.arubaregatta.com
13 – 14	IC24 Nations Cup. RBVIYC
13 – 17	Golden Rock Regatta, St. Maarten to Statia. www.goldenrockregatta.com
18 – 22	St. Barth Cata Cup (F18 catamaran regatta). www.stbarthcatacup.com
18 – 5 Dec.	Vuelta a la Hispaniola (Around Hispaniola) Race: 360 Challenge. www.vueltalahispaniola.com
19 – 20	Caribbean Rum and Beer Festival, Barbados. www.rumandbeerfestival.com
20	Round Tortola Race. RBVIYC
21	FULL MOON
21	25th Atlantic Rally for Cruisers, Canaries to St. Lucia, starts. www.worldcruising.com
21	ARC Flotilla, Castries to Rodney Bay, St. Lucia. arcflotilla@gmail.com
26 – 28	7th Course de L'Alliance Regatta, St. Maarten/St. Barth's/Anguilla. www.coursedelalliance.com
27 – 29	Jolly Harbour Yacht Club Regatta, Antigua. Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, miramarsailing@hotmail.com, www.jhycantigua.com
28 – 30	J/24 Barbados Match Racing Championships. http://sailbarbados.com
28	Winter Series begins for J/24s and yachts, St. Lucia. SLYC

DECEMBER

2 – 5	Carlos Aguilar Memorial Match Race, St. Thomas, USVI. St. Thomas Yacht Club (STYC), tel (340) 775-6320, fax (340) 775-3600, info@styc.net, www.styc.net
3 – 5	Gustav Wilmerding 20th Annual Memorial Challenge, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, mvh@surfbvi.com, www.jollyrogerbvi.com
6 – 11	48th Antigua Charter Yacht Show. www.antiguayachtshow.com
7 – 8	Yacht Industry Security Conference, St. Thomas, USVI. www.maritimesecurity.org
11 – 13	Sir John Compton Memorial Trophy & 'Diamond Dash' Races from St. Lucia to Martinique and back. SLYC
12	SLYC Fun Day. SLYC
12 – 21	Havana International Jazz Festival, Cuba. www.jazzcuba.com
13 – 17	Christmas Camp Youth Sailing, St. Lucia. SLYC
19	Carols Afloat in the Bay, Rodney Bay, St. Lucia. SLYC
21	FULL MOON
21	Winter Solstice
25	Christmas Day. Public holiday in many places
26	Boxing Day. Public holiday in many places
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*

ATTENTION REGATTA AND EVENT ORGANIZERS:
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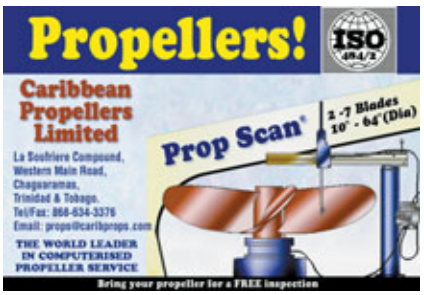


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