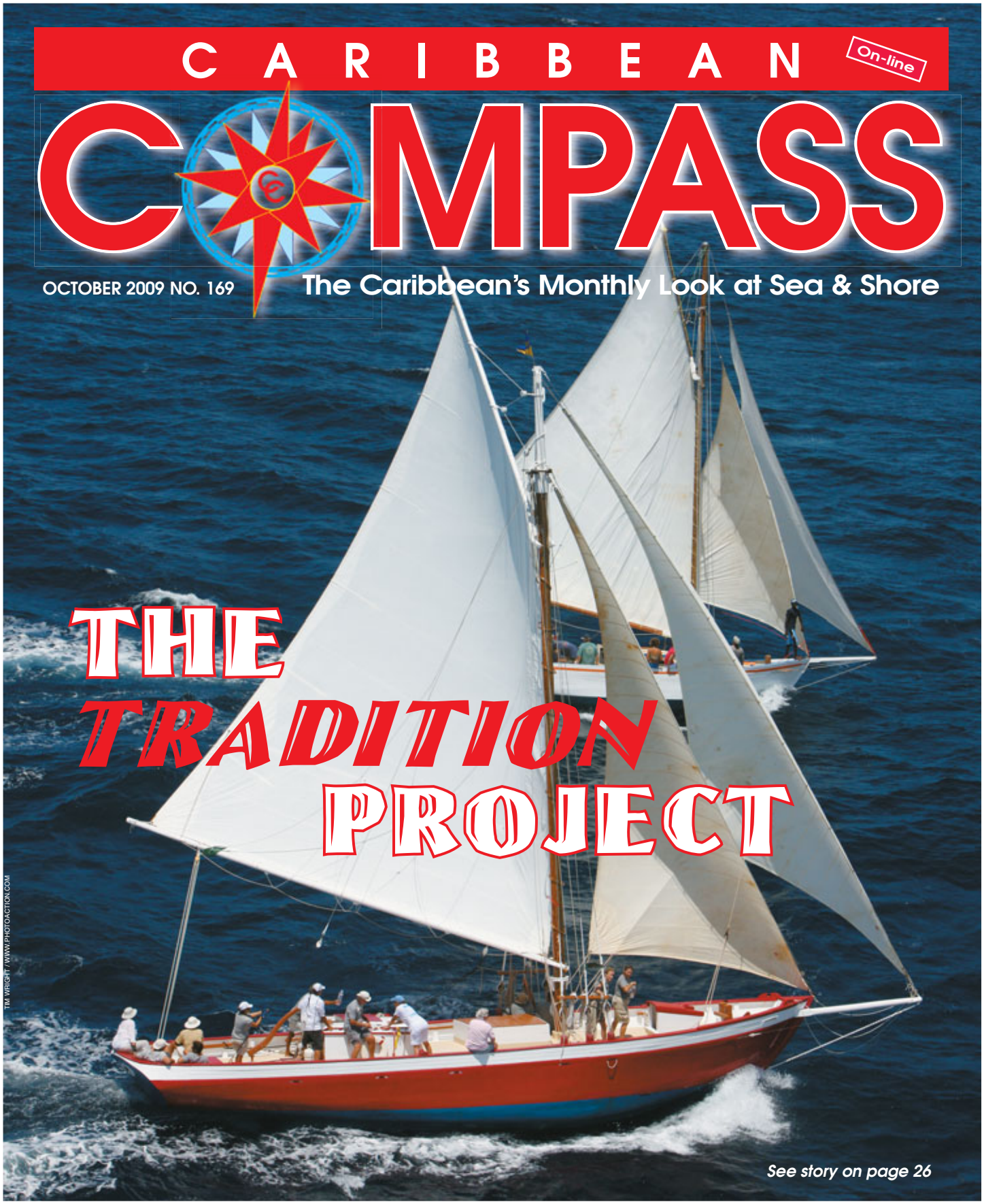
CARIBBEAN On-line
COMPASS
OCTOBER 2009 NO. 169
The Caribbean's Monthly Look at Sea & Shore



THE TRADITION PROJECT

TIM WRIGHT / WWW.PHOTOACTION.COM

See story on page 26



Time to fix stuff

BOATYARD

PROPSPEED PROP & RUNNING GEAR COATING

PRP/PS-1000-K



Propspeed™ prevents marine growth from bonding to metal surfaces below the waterline. Propspeed™ works because it is slick, not because it is toxic.

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Petroleum Selective pillows are designed with a scrim that encases particulate sorbent material. Pillows are used in areas where more capacity is desired than can easily be achieved using a sorbent pad.

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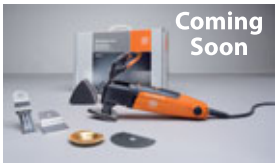
3M/5P71

Filter for the NIOSH/MSHA approved maintenance free disposable respirator.



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The resilient universal system for interior outfitting, maintenance, refits and repairs.

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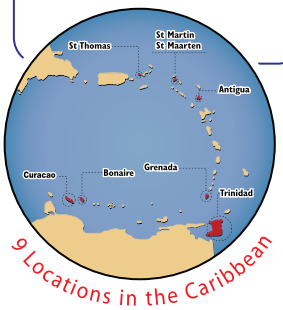
SDL/AM4



Cooling pump impellers can fail at any time and easy rapid replacement can sometimes be vital to boat safety.

Speedseal offers a quick easy inspection and impeller replacement cover for most of the common raw water pumps on the market.

The 112 grade naval brass used on these covers is 5mm thick with O-ring channel and recess equal to gasket originally used to guarantee correct space for impeller rotation.



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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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OCTOBER 2009 • NUMBER 169


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See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

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

"Cruisers eagerly await the monthly arrival of the *Caribbean Compass* throughout the Caribbean. Issues are snatched up quickly and we often clip something for our files — a first-hand trip report on a cruising destination, a list of radio schedules, island news, a recipe using tropical fruits and veggies, or the calendar of events. Love of the islands shines through each issue."

— *Kathy Parsons, author of* French for Cruisers and *Spanish for Cruisers*
S/V Hale Kai

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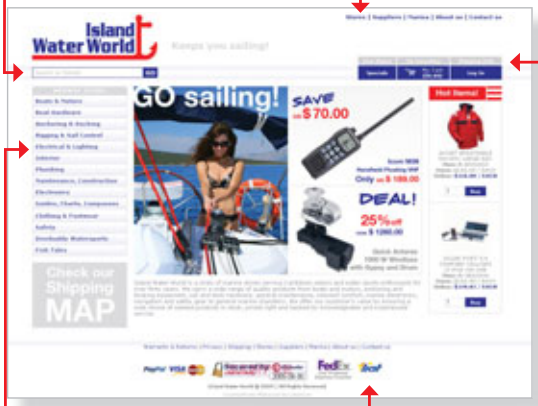


Our new E-commerce website

Online store features: Login for account holders, My cart, Personalized Favourites page, New Items and Specials.

Strong search engine.

Corporate info: About us, Stores, Marina, Contact info and links to Suppliers.



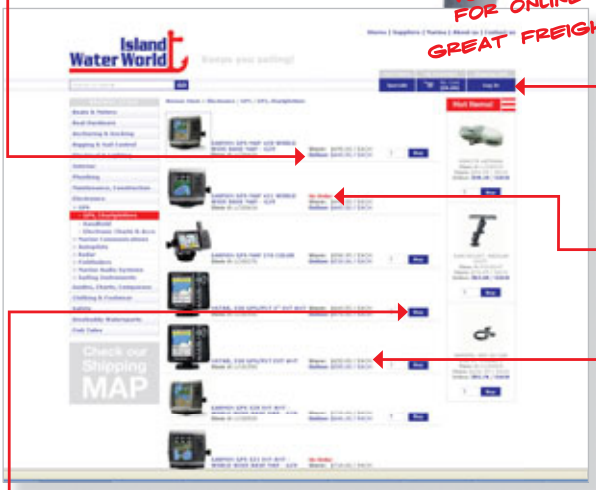
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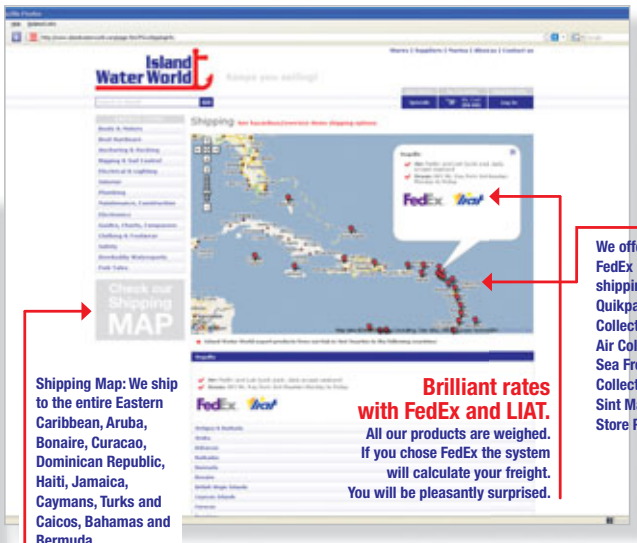
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Shipping Map: We ship to the entire Eastern Caribbean, Aruba, Bonaire, Curacao, Dominican Republic, Haiti, Jamaica, Caymans, Turks and Caicos, Bahamas and Bermuda.
See the shipping map - click on each island on the map for specific shipping details.

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Products & more

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Auto warning if you choose Oversize or Hazmat items for airfreight.

Related items which may compliment the primary product.

Island Water World
keeps you sailing!

Info & Updates

Visitors Not Included in 'New' Venezuela Boat Tax

In early September, *Caribbean Compass* began receiving unconfirmed reports from cruisers that a tax of one percent of a vessel's value would now be charged on foreign-flagged vessels entering Venezuela.

It is now understood that the main goal of the newly enforced law, which was written two years ago, is obtaining revenue from Venezuelan ship owners who have registered commercial vessels outside the country in order to avoid paying import duty. Before the terms of the new law were clarified, however, visiting yachtsmen feared that as owners of "foreign-flagged vessels", they might also be expected to pay the tax.

On September 21st, the tax office in Puerto La Cruz confirmed to Carlos Vázquez C., General Manager of Bahia Redonda Marina, that foreign-flagged boats belonging to foreign citizens (or boats in transit) are NOT required to pay the new one-percent tax. The new tax will be applied only to foreign-flagged vessels that belong to Venezuelan citizens.



In Venezuela, the new yacht tax does not apply to visitors, but there have been recent reports of visiting yachts being checked for compliance with clearance and cruising-permit regulations

Restrictions in St. George's Lagoon, Grenada

As construction continues at Port Louis Marina in St. George's Lagoon, Grenada, restrictions for boaters are in effect. The perimeter of the marina's submerged land has been marked by white cans with the Camper & Nicholsons logo affixed. This area is now an exclusion zone as designated by the Grenada Ports Authority. This action has been necessary to allow barge traffic to move safely between various locations on the site. All vessels are being asked to stay clear of the marked areas, where no anchoring is allowed.

Access from the shore side of the Lagoon to the sea will remain open, however all boat operators are urged to operate at very slow speeds and stay clear of all barges. Construction is expected to continue until December 1st.

US Weather Service Proposes Marine Zone Changes

The US National Weather Service has proposed changing its offshore zoning system for weather forecasts. The Tropical Analysis and Forecast Branch produces offshore forecasts for the Gulf of Mexico, Caribbean Sea, and Southwest North Atlantic.

According to the service's website, the current offshore zones are too large to describe many local weather impacts. These zones cover very large areas that include reefs, islands, and channels, as well as coastlines with rugged terrain. This complex geography is often the cause of localized but significant weather impacts. The large sizes of the current forecast areas equate to fairly low-precision forecasts. But if more detail were added to the forecast text, it would be overly complex and difficult to understand.

—Continued on next page

Port Louis Marina – another great reason to visit Grenada

Port Louis GRENADA WEST INDIES



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

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

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

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

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

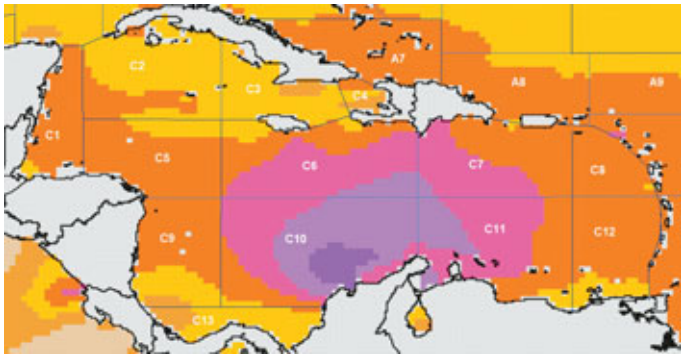
For more information about securing a berth at Port Louis, including the opportunity to purchase on a 30-year licence, please contact our Sales and Marketing Co-ordinator, Danny Donelan on +1 (473) 435 7432 or email danny.donelan@cnportlouismarina.com

Port Louis Marina – just one more reason to visit the 'Spice Island'.

Camper & Nicholsons YACHTING SINCE 1782 MARINAS

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NOAA's proposed new zones for offshore weather forecasts. Let them know what you think!

—Continued from previous page

The proposed solution is to divide the existing offshore forecast zones into smaller pieces. This would allow the forecaster the opportunity to describe more subtle differences in winds and seas than is currently possible, although with more simplified wording.

Over the years, the size of the zones had to be fairly large in order to limit the number of zone forecasts that were produced. Because each zone forecast had to be manually typed, there was a limited amount of time to prepare the forecast for each zone. New technology allows the NWS to put much more detail in the forecasts than ever before, yet issue a product that is more concise and easier to read.

For more information visit www.nhc.noaa.gov/proposal_web_pages/index.shtml. Feedback on the proposed new zoning system is being solicited.

Dominica Continues Security Push

Hubert Winston reports: After two separate armed robberies on yachts in Portsmouth Bay, Dominica, in May and June of this year, the local community played a key role in the capture of two men involved in both of the crimes by identifying important evidence. Two of the men involved in the more recent crime were each recently sentenced to more than eight years in prison. A third attacker, believed to be a juvenile, is still at large, but his identity is known and he is currently being sought. The Dominica Marine Association and the Discover Dominica Authority in the Ministry of Tourism played roles in getting the victims back on-island to help the prosecution's case. I would like to extend special thanks to John Dyer, Julia Russ, Inspector Cuffy of the Portsmouth Police, Helen Clarke of the Cabrits Dive Center, and the people of Portsmouth for their help in closing this chapter.

The Dominica Marine Association is working with the Ministry of Legal Affairs and other Government agencies to promote mandatory minimum sentences for individuals who commit crimes with weapons.

Look, Mom, We're on TV!

You don't have to speak German to enjoy Siebenmeere TV. Visit www.siebenmeere.tv and join Rolf and Joachim's fun-packed sailing adventures in the Eastern Caribbean. Episode 12 is devoted to St. Lucia, from Rodney Bay Marina to cassava cakes, Gros Islet night to the rainforest. Episode 13 records their trip to St. Barths, including sailing in the Bucket Regatta and taking a peek in the kitchen of a local restaurant. In episode 15 they visit Bequia for the Music Fest, kite flying, Easter Regatta and more, plus a sail to the Tobago Cays. Keep checking the site for further episodes. In mid-November the voyage will continue to Barbados, Grenada, the Virgin Islands, Puerto Rico, the Dominican Republic, Haiti, Jamaica, Cuba, the Bahamas, Florida and then the US East Coast.

Eight Bells

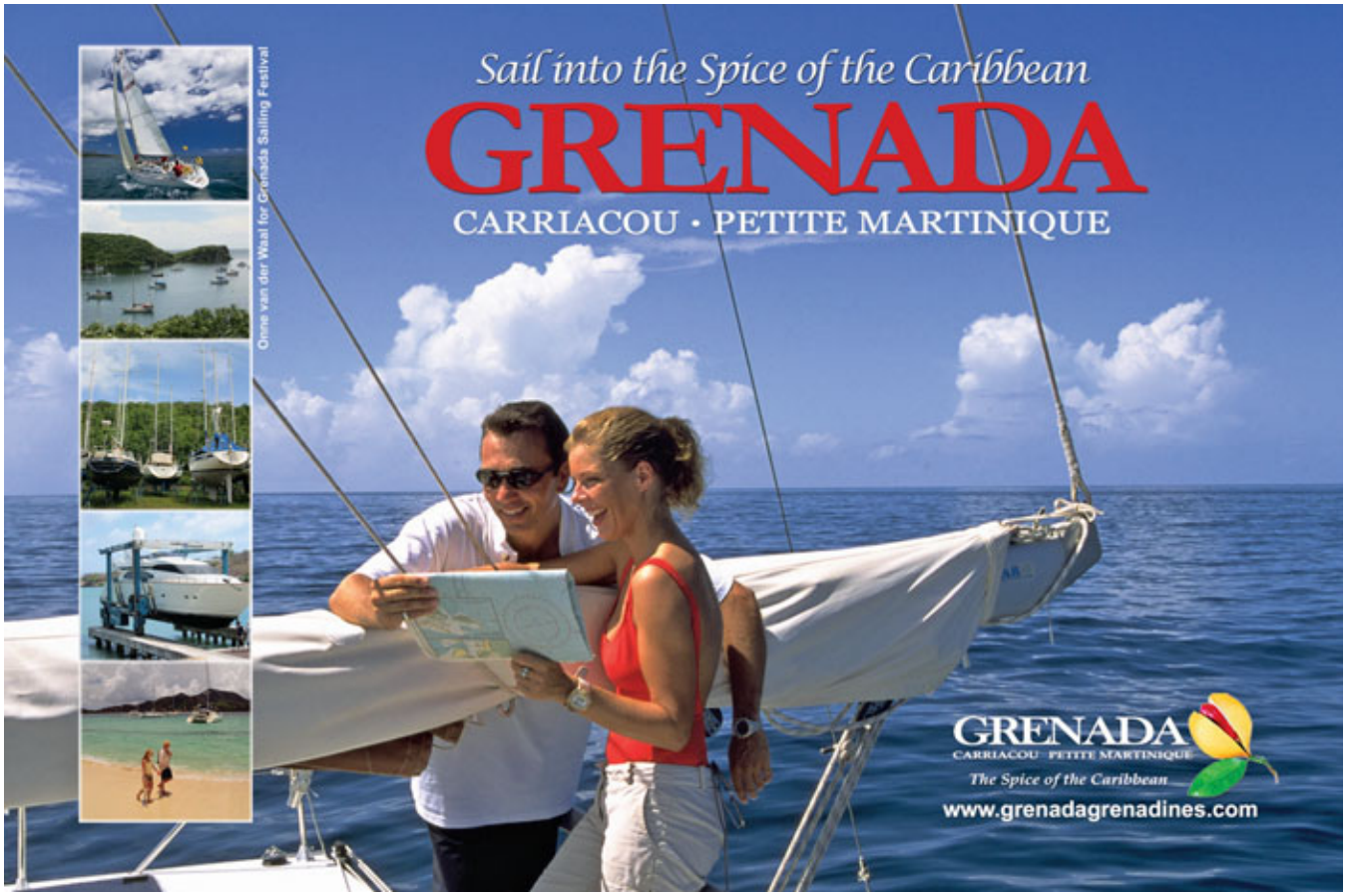
The king is dead, long live the king! Antigua-based yachtsman, writer and cartoonist Bob Williamson, best known as the King of Redonda, passed away on August 27th.

—Continued on next page



CHRIS DOYLE

Bob Williamson aboard his schooner St. Peter. *'The King of Redonda' and his 'royal yacht' were long-standing parts of the English Harbour scene*







—Continued from previous page

In the words of his daughter, Tamara, King Bob "set sail on his final voyage and into uncharted waters. He did so with heart in hand and a true explorer's determination."

Born in Canada, Bob bought the 74-foot square-rigged schooner *St. Peter* in St. Petersburg, Russia, and sailed it to the Caribbean, settling in English Harbour.

Bob contributed humorous stories and illustrations to *Caribbean Compass* and other publications, and published a book of his essays entitled *Bunk (A Book of Short Stories and Cartoons to Keep by Your Bunk)*, and a sequel, *Double Bunk. St. Peter*, which was built to an 18th century design, appeared as *The Black Pearl* in all three Pirates of the Caribbean movies.

"King Robert the Bald" was the fourth King of Redonda, a tongue-in-cheek title going back to 1880 and giving its bearer the monarchy of an uninhabited island off Antigua. When another claimant to the crown once appeared, King Bob reportedly challenged the usurper to a duel — cupcakes at 30 paces.

Curaçao Kayaker's Thousand-Mile Challenge

Jayson Persaud reports: Ryan de Jongh of Curaçao intends to kayak from St. Martin to Curaçao to raise awareness and funds for environmental protection. Through his "Clear Water Challenge III", Ryan hopes to draw attention to, and support for, the work of the 52-year-old Caribbean Research & Management of Biodiversity (Carmabi) foundation. He will be starting from St. Martin on December 4th to paddle to Curaçao, 1003 miles (1606 kilometres) away, arriving approximately 22 days later. Stops are planned at Statia, St. Kitts, Montserrat, Guadeloupe,



Dominica, Martinique, St. Lucia, St. Vincent, the Grenadines, Grenada, Isla Blanquilla, Los Roques, Las Aves and Bonaire.

Ryan's previous Challenges include kayaking from Bonaire to Curaçao, from Curaçao to Aruba, and around Curaçao.

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

Free at Last

Starting with this issue, the entire contents of each month's *Caribbean Compass* will be FREE online. This is our "recession buster" gift to the yachting community and everyone who loves the Caribbean. Check it out at our spiffy new-look website, www.caribbeancompass.com, and spread the word!



BUSINESS BRIEFS

Win Dinghy/Outboard at Island Water World Online!
Anyone who buys anything at Island Water World's online store www.islandwaterworld.com from now until the end of January 2010 is eligible to win a great dinghy and outboard combination. Island Water World will give away three of these combos, each consisting of a Walker Bay Air Floor Hypalon AF240 dinghy and a Mercury 5-horsepower outboard.

There will be a random drawing at the end of November, December and January. Island Water World will ship each month's winner a combo free of charge, provided they are at a destination the company ships to (click on the website's shipping map). The draw is cumulative — this means, for example, if you buy something in October you will be eligible for the draws in November, December and January.

Island Water World's Managing Director, Sean Kennelly, says, "We want to demonstrate how easy and secure it is to buy online here in the Caribbean and, equally importantly, how reasonable our freight rates are. It is surprisingly cheap to FedEx a dinghy and engine to Curaçao or Martinique from Sint Maarten, or LIAT Quikpak a windlass or fridge down to Trinidad or Bequia."

For more information see ad on page 5.

New Website for Northern Lights
The new www.northern-lights.com website will provide visitors with an entirely new interface to view Northern Lights' line of marine- and land-based diesel generator sets and Lugger propulsion engines.

While popular features like product specifications, comprehensive literature and up-to-date dealer locations are still mainstays of the site, the overall look of Northern Lights' Website is being dramatically upgraded. The site has also been re-designed



to be more customer-focused. Product information, a dealer directory, drawings and literature are quickly available with prominent links, as well as links to corporate news and archives. A newly upgraded search feature will allow visitors quick access to information on specific Northern Lights products and parts.

For information on Northern Lights dealers in the Caribbean, see ad on page 24.

Barefoot Opens Raymarine Electronics Dealership in St. Vincent
Barefoot Electronics, a sub-division of Barefoot Yacht Charters, has officially opened its Raymarine Dealership in St Vincent. Services offered include installation and servicing of GPS, chart plotters, radar, SSB and VHF radios, scanners, fish-finders and sailing instruments. Networking and interfacing of PCs to marine electronics is also a specialty, and all installations and repairs are completed to NMEA (National Marine Electronics Association) and ABYC (American Boat & Yacht Council) standards by a Raymarine-certified installer.

In addition to Raymarine, Barefoot Electronics also holds dealerships for NavPod, Scanstrut and Tacktick wireless instruments.

For more information see ad on page 14.

Get Weather on Your Laptop or PC
Moving**weather** is an animated weather forecasting software that enables its users to get the weather on their laptops or PCs for up to seven days anywhere in the world from anywhere in the world, via WiFi, mobile or satellite phones, or even SSB radio. It provides pressure, wind, rain, cloud cover, humidity and temperature in as little as five-minute chunks. The software itself contains all the maps and graphics, so when the user downloads the forecast they simply download the data for the weather they want for the area they want, thereby keeping the file size to a minimum and rendering it very cost effective even for satellite phone users.

Becoming popular throughout the UK and Europe, the product was distributed within the RYA magazine and has been endorsed by the World Cruising Club, a number of sailing schools and marinas, and Sir Robin Knox-Johnston. Moving**weather** are offering a 30-day free trial via their website www.movingweather.com, where you can also download the software itself at www.movingweather.com/products/download.

For more information see classified ad on page 46.

Mark Kilty reports: **What is The Wirie?**
As cruisers traveling by boat throughout the Caribbean, we discovered the need for a WiFi device that is simple to install and use, affordable and powerful. Everyone we meet along the way is looking for a better way to get online from his or her boat. People don't want to take their computers ashore and risk the dinghy ride or get caught by a sudden squall. They want the convenience of internet from the comfort of their boat.

—Continued on next page





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There are numerous products on the market, such as 5mileWiFi, Radiolabs, Port Networks, IslandTime PC. All were built and designed for the marine environment but, in our opinion, each of them was lacking. So, we invented and built our own marine WiFi solution to meet our needs and those of other cruisers.

Our product is called The Wirie. It is a totally waterproof unit that is easy to plug into your laptop, easy to use, very powerful and suited for the cruiser's budget. While down here in the Caribbean, the units have become so popular that we started a company in the US, and now manufacture and ship the units anywhere in the world. Caribbean cruisers will find us on our sailing catamaran *Irie* throughout the islands.

For more information visit thewirie.com.

Falcon 'Stretched' at Fortress Marine, St. Kitts

Emma Warren reports: Construction of the *Falcon* was started in 1985 by Doug Brookes, the owner of Brookes Boatyard. Brookes is known across the Caribbean for his exquisite design and construction of catamarans, both sail and power. *Falcon*, a lightweight 53-foot sailing catamaran, was designed for speed.



Twenty-three years later, *Falcon* was put back into the hands of her builder when her new owners inquired about extending the cabin area. Brookes considered the best option would be a radical concept: cutting the vessel in half and inserting a seven-foot plug. His approach was to make everything balance while making *Falcon* bigger. The whole operation took place at Brookes' new boatyard in St. Kitts, Fortress Marine Ltd.

Brookes is supported by his two business partners in Fortress Marine Ltd., Patrick Ryan and Philip Walwyn. These three sailors, who have known each other since the 1960s, were brought together by friendship and their love of sailing and the sea. Brookes and Walwyn had feature articles written on them in *WoodenBoat* in July/Aug 2007 and *Professional Boatbuilder* in June/July 2009.

The alterations made to *Falcon* took some time; however the crew and Brookes are very proud of the outcome. After her complete bow to stern makeover, *Falcon* looks better then ever and is ready to put up her sails and ride the waves.

Fortress Marine Ltd. continues to build bigger and better catamarans and is presently finishing up a 70-foot day charter sail cat for the end of the year.

For more information visit www.fortressmarineltd.com.

Jamaica's Errol Flynn Marina's New Services

Leasing arrangements are being finalized for the operation of the pool bar and the gourmet shop/delicatessen at Errol Flynn Marina in Port Antonio, Jamaica. Both services are expected to be in operation not later than December 1st. This will mark the first time the pool bar has been in operation on a full-time basis since the marina opened in 2004.

For more information visit www.errolflynnmarina.com.

Nanny Cay, Tortola, Expands Chandlery

Nanny Cay, the largest full-service marina and boatyard in the British Virgin Islands, is expanding its chandlery operation. The 1800-square-foot shop is going to be enlarged



to 2800 square feet, an increase of nearly 60 percent. The expansion will enable Nanny Cay to stock and display more products including inflatable dinghies and outboard engines; Nanny Cay is the BVI dealer for AB Inflatables and Tohatsu outboards.

For more information visit www.nannycay.com.

Crown Bay, St. Thomas, Releases Winter Season Rates Early

Crown Bay Marina in St. Thomas, USVI, has released their 2009/2010 winter season rates early to lure yachts to the Caribbean. Traditionally, these published rates don't hit the market until the Ft. Lauderdale Boat Show at the end of October, but the early release hopes to have yachts start "thinking Caribbean" sooner than that.

"We recognize that a number of yachts and owners are pulling back during this economic downturn," said Director of Operations, Jane Wherren. "We wanted to let them know that there is value and service available in the Caribbean, and the Virgin Islands."

For more information visit www.crownbay.com.



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CARIBBEAN ECO-NEWS

Countdown to Control Land-Based Marine Pollution

Earlier this year, the United States became the sixth country to sign the Wider Caribbean's environmental agreement "Land Based Sources of Marine Pollution Protocol" (LBS), joining Belize, France, Panama, St. Lucia, and Trinidad & Tobago in their efforts to protect the Caribbean Sea from pollution. According to United Nations Environment Programme studies, more than 80 percent of marine pollution in the Caribbean Sea originates from activities on land, with the main sources being sewage and run-off from poor agricultural practices and land use.

The LBS Protocol aims to reduce pollution by implementing improved standards for wastewater discharges and industrial effluent, and through the promotion and use of best management practices and improved technologies. It is one of three protocols under the UNEP-administered "Cartagena Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region".

The Wider Caribbean Region includes those countries that border eastern Florida south of 30° north latitude, the Straits of Florida, the Gulf of Mexico and the Caribbean Sea. The seaward boundary of the region is the 200-mile Exclusive Economic Zone of each country.

"It is critical to have this Protocol enter into force to secure the economic sustainability of the region," says the Coordinator of the Caribbean Environment Programme, Nelson Andrade Colmenares. "With increased coastal development, more stringent pollution reduction and prevention controls must be implemented. The LBS Protocol enables this to be done and it is the intention of the UNEP Caribbean Environment Programme to have it enter into force this year."

Three more signatures are required for the LBS Protocol to become legally binding for the 23 Contracting Parties to the Convention. National promotional workshops to increase awareness of the LBS Protocol have been held in Jamaica, Grenada, Haiti, Barbados, the Dominican Republic and Nicaragua.

Outreach: St. Croix Marine Park's Eco-Van

The USVI's Department of Planning and Natural Resources showed off the East End Marine Park Eco-Van's new looks during Earth Day festivities in April. Local artist Joan Szatkowski donated the marine-themed design, from which decals were created and installed on the van's exterior. The Nature Conservancy funded the decals' installation with a NOAA grant to increase awareness, usage and preservation of the Park, its services and environment, while recognizing its recreational benefit to the community.

The Eco-Van has been in use since late 2007, as one part of the Park's three-step educational program, which also includes experiences in the classroom and during field trips to the Virgin Islands' first territorial marine park. Bringing the island's ecosystems to the community is the main task Education & Outreach Coordinator Karlyn Langjahr hopes to accomplish with the program. She encourages students to use all of their senses when learning about marine ecology, and the Eco-Van offers initial eye appeal not only to students but also to anyone else who sees the van on the road, or at a shopping center, fair or school. Currently in development is a "Traveling Ocean" exhibit, which will include a touch-tank. Creatures that may be incorporated into the exhibit include sea stars, sea urchins, hardy fish and others from sea grass beds and beaches within the park.

Established in 2003, the St. Croix East End Marine Park includes nearly 60 square miles of a wide variety of marine habitats and organisms. Its coral reefs, mangroves, seagrass beds, salt ponds and beaches are home to many rare and endangered land and sea animals.



Bringing marine ecosystems to the community, St Croix's Eco-Van gets attention wherever it goes

Caribbean Members of Whaling Commission Given Financial Help

At the June 2009 Annual Meeting of the International Whaling Commission, it was announced that Caribbean member states would receive financial assistance to enable their Commissioners and fisheries experts to attend meetings of the IWC's Working Groups in different parts of the world.

Outgoing Commission Chairman William Hogarth said, "We recognize the burden of the costs on Caribbean countries, indeed on all the member-states that are developing countries, so they can participate in the deliberations that are ongoing about the future of the IWC."

According to a report at caribbeanworldnews.com, the IWC is providing funds to Antigua, Grenada, St. Kitts & Nevis, St. Vincent & the Grenadines, and St. Lucia, as well as to member states in Central and South America, Africa and the Pacific, so they can play a role in the search for an acceptable solution to such issues as the Revised Management Procedure that would pave the way for a resumption of limited and tightly controlled whaling overseen by the Commission; the value of scientific whaling research conducted by Japan; and the sustainable use of the world's marine resources, including whales.

—Continued on page 30



Beaching and Breaching:

A Whale Visits Union Island

by Chris Walter

August 29th found my husband Duff and me aboard our Gulfstar 62, *Sudiki*, anchored at Frigate Rock in Union Island. The day before, our friends on *Tzigane IX* had joined us and we were reveling in the quiet Grenadines anchorage. A chance sighting began a unique morning. While staring at the rock for inspiration at about 10:30AM, I saw spray where no spray should be.

A young Bryde's whale had put herself nose into the rocks and, having no reverse gear, was stuck. She was blowing at regular intervals, which we had heard but did not identify among the shore noises. We quickly located her and went by in the dinghy to investigate. (I have referred to the whale as "she", but have no idea if this was a male or female.)

Bryde's whales (Balaenoptera edeni) are unique in having three longitudinal ridges on their heads, while other members of this family have just one. A Bryde's whale stranded in the nearby Tobago Cays in 1983. This one was approximately 30 feet long, of which at least 10 feet was grounded on a thin layer of sand over rock, and she lay beside a large piece of very sharp lava rock. She lifted her flukes as we came by the first time. They were about five feet across. My heart lurched seeing her so enormous and so helpless.

Once we had found her we had a quandary. If the local fishermen found her, would she be a welcome dinner? We called Glenroy Adams from Grenadines Dive, a Bequia man who is a friend and a mover — he was the first native of St. Vincent & the Grenadines to become a qualified scuba diving instructor. He has a passion for the marine environment and says he will do whatever he can to protect and preserve it. Glenroy was in St. Vincent, but he contacted his staff on Union Island and within half an hour the dive boat came round the corner carrying divemaster Jeremiah Forde, accompanied by Jerome Lewis and Marslyn Lewis-Adams, Glenroy's wife and photographer par excellence.

Duff retrieved a mega-thick rope from *Sudiki* and we got into the water with the whale. The reality of being next to a leviathan was truly awe inspiring. Touching her skin and viewing her underwater were unique experiences. She was so huge and so gentle with us. The water was covering her except for her dorsal fin, which we splashed with water, wondering about whale sunburn. Her skin was flayed and peeling in sheets where she rested on the sand. She some had very strange oval-shaped holes in her skin just below the waterline which were approximately a quarter to half an inch deep into the blubber.

Duff, Jeremiah and Jerome quietly worked in concert and passed the line around her tail and attached the line to the dive boat. By this time sightseers arrived who helped to varying degrees. We took up tension and the grounded whale began to move immediately. Two people pushed her head and she slid about 20 feet back. Feeling free, she shook her flukes and the rope slid off as planned. However, she started moving forward and was in danger of re-beaching herself. The "forward contingent" pushed her to their left with all their might. She stopped and then heaved forward and swam into about 15 or 20 feet of water. She gave a shudder and we stood back to see what she would do. She appeared strong, but we wondered if she had been ill or injured, or even if she had deliberately beached herself. Or perhaps she had just followed food into the shallows and gotten trapped.

She seemed to wind up slowly as though to give everyone a chance to get clear. Then that enormous back started slowly lifting and those massive flukes went to work full force as she headed out to sea, gathering speed. A small stream of blood from her lower jaw indicated the only visible injury.

As she reached the channel she did a full breach — completely out of the water — and was gone.

Thanks to Marslyn Lewis-Adams of Grenadines Dive for additional information in this report.









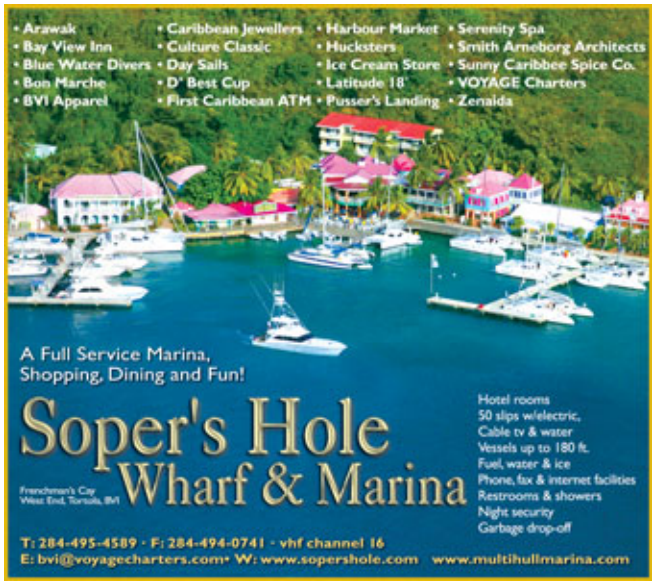
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What To Do in Grenada in Summer? PARTICIPATE IN CARNIVAL!



by Lucie Rolland

The Marine and Yachting Association of Grenada (MAYAG) and Port Louis Marina in association with RKD & Associates, invited cruisers visiting Grenada to participate in a band in the island's annual carnival parade. We really got the bug when it was Port Louis's turn to host one of MAYAG's "meet the yachties" parties. Danny Donelan, Sales and Marketing Director at Port Louis, wanted to introduce Grenada's carnival in all its glory and invited Ricardo of RKD to model the available carnival costumes. At an evening get-together at Port Louis, Ricardo presented us with various ideas for costumes that we could wear.



What a great experience to be in the middle of these groups

The band's theme would be "Colours in the Clouds" and we could choose what color we wished to be. We decided to participate actively. (We later learned that our Danny was involved in many other events that we couldn't possibly have had time to do.)

We all got so excited that we decided to go to as many as possible of the activities organized for the 2009 Carnival from August 7th through 11th. Susie on *S/V Spirited Lady*, Marilyn and Kent on *M/Y Cordea*, Lucie and Richard on *S/V Marie Galante II*, and Dudley and Bec on *S/V Altair* were the gang that stayed together and played together. Marilyn and Kent put us all to shame by participating in every single event, which started with Soca Night. According to them, it was pure energy.

The next carnival event was Panorama. What a celebration of talent! We managed to entice a few more friends to come along for this spectacular musical show. Grenada's National Stadium hosted a great competition of steel bands. This is not a small concert either — each of the bands consisted of 40 to 80 musicians and sometimes twice that number of instruments. We had no idea that this would be so magnificent an experience.

Now remember, we intended to join in on many of the events related to carnival, but somehow J'Ouvert was not one of them. At 4 o'clock in the morning, music and yelping and a big celebration began right outside our hatches. We have to admit we were cowards and stayed in our bunks. We learned later that we could've slathered ourselves with baby oil first, then been covered in oil and paint, but we didn't. We are sorry to say we missed it up close, but in retrospect we think everybody should do J'Ouvert at least once.

Monday Night Mas was very special. We all joined together at the end of the marina and planned to view the action. However, we stumbled upon a costume truck and discovered that we could buy a kit and also participate in this street jump-up, where party-goers in brightly coloured T-shirt bands wave fluorescent wands and dance through the streets. During the march this night, Carib Beer, one of the sponsors, followed the band in trucks with kegs and taps draped over the side for all to fill the cauldrons that were part of our Merlin costumes. It was another late night, but hey, IT'S CARNIVAL!

Before the big parade on Tuesday, August 10th, there was a pageant. Those of us who had costumes joined the thousands of players on stage at the National Stadium for all to see and to be judged. It was a long hot afternoon, but we did get a chance to see every last group that we wouldn't be able to see when we marched in the parade. The costumes were of every imaginable color and size. Some players wore itsy bitsy teeny weeny slips of costumes, and then others were so shrouded in masses of color, we really felt for them in the heat. Our band, Colours in the Clouds, came in third, thank you very much!

The last event was the actual parade. Mother Nature had something to say about this and rained like mad, cancelling the event for this day. The parade was postponed until the next Saturday. By that time the sun was shining and our hats were blinking in the sun. What a great experience to be in the middle of these groups, not only seeing but walking, dancing and waving our flags and following the commands from the very loud microphones and speakers. The entire parade path was speckled with people selling every drink and food imaginable. We do love to patronize the local vendors and they were out in masses. These Grenadian people are so loving — friendly and gentle people. Nobody pushed; they just shimmied up to you and danced their boogie-woogie all day long.

Some of us sailors thought we just wanted to be observers, but all of us wound up participating. When we told the locals that we not only enjoyed Carnival but we were in it, they grinned with joy and never stopped encouraging us.

We want to thank all of our co-collaborators and most of all THANK YOU GRENADA for the highlight of our summer!



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A WORST-CASE WAY TO WAKE

by Bruce Parnham



ALL PHOTOS: HEIKE BAU

Thursday, September 3rd, 2009, at about 4:00PM, saw the kind of excitement no one ever wants to see. The normally active anchorage at Porlamar, Margarita, Venezuela was disrupted by a disaster in the making.

No matter where you live, you never want to be awakened by the smoke alarm. Jack, who had not been feeling well for a few days, was taking a nap aboard his boat in the middle of the afternoon and was awakened by his smoke alarm. He got out of bed, opened the cabin door and found the yacht's saloon filled with smoke and small flames. He shut the door and escaped through a deck hatch, thinking clearly enough to take his air horn and a bundle of important papers, which are always together, with him.

He sounded the air horn as soon as he was out on deck. It was heard by Alberto on *La Creature*, who quickly picked up Jack off the burning deck and kept him in his dinghy until more help arrived. Someone else also saw the smoke and put out a distress radio call to the others in the anchorage. Within minutes several people were in their dinghies on their way to help, some with fire extinguishers, others with buckets, yet others with cameras. Still others circled watching the activity with interest.

More than half of the people trying to put out the fire were local fishermen. Yes, the same fishermen that so many cruisers curse and fear as pirates, speedsters and drunks. They all worked very hard to put out the fire and are to be commended for their bravery and action. They did ask for compensation for the time they worked, in the amount of six dollars each, as I am told is a local custom, as strange as that may seem. It is hard to imagine the cruisers alone could have extinguished the fire without the fishermen's help.

I was on my way to shore, which was in the opposite direction from the burning yacht, so I did not see what was happening. When I was told about the fire, I returned to my boat, grabbed a bucket and went to help. By the time I arrived, the stricken yacht's entire cockpit was ablaze and smoke was pouring out of every hatch, dorade and vent, all converging into a huge plume of thick, dark black smoke billowing and rolling into the bright blue sky. For the next hour I stood in my dinghy, dipping buckets of sea water, then handing them up to a local man on deck who then threw the water onto the fire, down the hatches and anywhere that looked like it might burn, then passed the bucket back down to me to be refilled. Phil of *Ibote* and others were doing the same thing on the other side of the burning sailboat. Jack, Robert of *Iwi* and Fabrice of *Kewani* were on deck, in and out of hatches working below; no one could stay below for very long. Everyone was doing his best to save the boat. I could not see everyone working so I am sure I have missed mentioning several people here, for which I apologize.

With the confusion of bodies on deck, each trying to find a flat place to stand out of the smoke plume and heat while still having access to a place to throw the water, and the mixing of all the voices, many in Spanish, some in English, all trying to get the attention of someone else — "¡más agua aquí!", "more water here!", "get that out of the way!" — the scene was chaotic.

—Continued on next page

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—Continued from previous page

The Policia Marino boat dropped off Port Captain Bolívar and a young policeman on deck, then turned circles around the inferno and kept some of the many pirogues at a distance. There is something incongruous about a young cop, wearing his uniform and carrying a gun and handcuffs, standing in billowing smoke and throwing water from buckets onto a fire he could not see. He, too, is to be thanked. The Port Captain also managed to get all of the fishermen paid for their time, adding to the list the names of each of the officials in the police boat.

The flames very quickly gave way to the water being thrown on them, but the hot spots did not want to die so easily and needed many additional douses with water. The fire extinguishers from several cruising boats were also discharged and must have been of some value.

The cockpit portion of the fire was so intense it burned off the mainsail and its UV cover, and even melted much of the aluminum boom. Everything else made of aluminum in the cockpit and around the stern was also melted, including the self-steering gear and wind generator. The entire binnacle-mounted instrument array was gone — not a sign of it was left. The heat did not penetrate into the lockers far enough to explode the propane tanks, although this had been a legitimate concern for everyone that was close to the area. The yacht's interior was a charred and gutted mess. Everything that was not burned was water soaked.

One surprise was when a small explosion sounded. While everyone was looking around the yacht to find its source, plenty of smoke started coming from the bow of one of the pirogues that was tied alongside. After a couple of buckets of water were unceremoniously dumped on that fire to extinguish it, I investigated, wanting to know what was flammable in the pirogue. I found what I believed was Jack's flare launcher (Jack later described it as his), which I suspect was picked up inside the boat then dropped into the pirogue, setting off the firing-pin device and launching the flare.

This was about the time the local fire department showed up. They do not have a boat, so they hitched a ride, bringing no equipment at all with them.

As the fire first destroyed the yacht's electrical system, none of her pumps were working. Consequently all of the water that was being poured into the boat, stayed in the boat. The locals decided the boat was at risk of sinking and pulled it into shallower water. The last of the flames were being extinguished as they picked up the yacht's anchor and towed her with a fishing boat until she grounded. They then set two anchors to hold her in place.

Two cruisers, Trevor of *Norgal* and Lars of *Arubean Princess*, volunteered to stand watch on the boat all night to discourage looting. During the night the burnt yacht did not get any lower in the water, so there did not appear to be any water coming in anywhere. She was floating nicely in the morning.

As if the damage to the yacht were not enough, Jack's dinghy, with the outboard mounted, had been tied behind it. The heat of the fire was enough to destroy the tubes of the "deflatable", which then let the outboard go underwater. The dinghy was towed to the Port Captain's dock and stored there for the night. They soaked the motor overnight in fresh water, and Charlie of *Aeolus* was successful in getting it cleaned, dried and running the next day.

The fire may have been started by a bread machine, which required running the engine for electrical power, all going through the inverter before powering the bread maker. Earlier Jack had noted the battery connections had gotten warm.

The formerly beautiful 1987 Hans Christian, maintained in pristine condition by her skipper of four years, seems to be a total loss. An insurance surveyor from Puerto La Cruz arranged by Jack's carrier seemed to agree. The boat now sits on the hard at Chacachacare, Margarita, awaiting her fate. Now the official headache begins. Jack had planned to leave for a trip to visit friends and family, but he will not be allowed to leave Venezuela until arrangements are made for the boat.

Today, right now, put down this *Compass* and go check your fire extinguishers. The needle should be in the green. Do you have one by the companionway, the galley, engine compartment AND your cabin? At least twice per year you need to take the extinguisher off its mount, and shake, rattle and roll the cylinder to loosen the powder, which otherwise will cake to the bottom or sides and will not spray. When rolled along the edge of a table, the cylinder should not be weighted on one side, but roll evenly. Do you have smoke detectors? They sense fire long before you can. People die in fires. Please don't be one of them.

Bruce Parnham is cruising the Caribbean aboard S/V Rphurst.



Above: The scene was chaotic, but fishermen and cruisers working together doused the fire

Below: A yacht charred but not sunk, thanks to a smoke alarm and many helping hands





REGATTA NEWS

T&T Retain Caribbean Dinghy Championship Title

For the second year running, the Trinidad & Tobago youth sailing team brought home the Caribbean



Team T&T with their individual trophies and the Caribbean Dinghy Championship Team Trophy. From left to right the team members are: Wesley Scott, Dekife Charles, Myles Kaufmann, Stuart Leighton, Daniel Briggs and Derek Poon Tip

Dinghy Championship team trophy. The young T&T sailors out-performed teams from Antigua, St. Maarten, Martinique and host country Barbados to retain the title.

This year's Caribbean Dinghy Championship was held August 15th and 16th on the waters of Carlisle Bay in front of the Barbados Yacht Club, and was organized by the Barbados Sailing Association and sanctioned by the Caribbean Sailing Association.

The best result for Team T&T came from 11-year-old Myles Kaufmann, who won all nine races in the Optimist Junior Class for the 11-and-under sailors. Following Kaufmann's lead was 12-year-old Derek Poon Tip, who took top honours in the Optimist Senior Class for the 12- to 15-year-olds by winning seven of nine races in his class.

In the Laser Standard Class, Stuart Leighton had his hands full against Olympian sailor Karl James from Antigua, whom he finally managed to beat in the last race after placing second in most of the races. With his results, Leighton took second place in his class, as did Vessigny Vikings and former Optimist sailors Daniel Briggs (skipper) and Dekife Charles (crew), who competed for the first time in a two-man dinghy.

Former Optimist sailor Wesley Scott made his first appearance in the Laser Radial Class this year and came in third place overall, despite some gusty winds on the first day.

In congratulating the national team on their splendid performance, David Leighton, president of the Trinidad & Tobago Sailing Association, also thanked the Sport Company of Trinidad and Tobago for their tremendous support.

Adventure Antigua Takes Young Antiguans to Sea

Carol Smith reports:

A fundraising event held in Antigua on August 22nd raised over EC$2,700 for Jolly Harbour Yacht Club's Youth Sailing Program, which provides free dinghy sailing lessons to Antiguan-born children between the ages of 8 and 18. A special "prize" was donated to seven of the children in the program. On September 5th, Eli Fuller of Adventure Antigua took them sailing on his beautiful Carriacou sloop, *Ocean Nomad*.

Not many of the young sailors had been on a boat bigger than the dinghies they sail off North Beach in Jolly Harbour. Once on board, the children were given a quick tour of the boat by Jason, the deck crew, then they were given a safety briefing from Captain Eli — how not to fall overboard!

They first sailed towards Sandy Island then altered course, with the youngsters helping to trim the sails under Eli's watchful eye, and sailed up the coast until they could see St. John's. Tony, the instructor from the Youth Sailing Program, manned the mainsheet and



helped Jason with the sails. Eli kept the children entertained with question-and-answer games about the history of Antigua, and everyone learned something new.

At Deep Bay *Ocean Nomad* anchored in the shelter of Fort Barrington, where all the kids jumped off the boat and swam to the beach and back. After much fun in the water they set sail again.

On the sail home some of the children tried steering *Ocean Nomad* towards Montserrat. There were one or two wavy wakes and one or two that were as straight as could be. It was a big thrill for all the kids that had a go. The boat arrived back at Jolly Harbour at lunchtime, and the youngsters all gave a resounding cheer of "thank you" to Eli and Jason for taking them on such a fantastic trip. Who knows, one day, as a result of the Youth Sailing Program, one of the trainees may end up working for Adventure Antigua and taking new trainees out for a sail!

For more information on the JHYC Youth Sailing Program contact Pippa Pettingell at pippapettingell@hotmail.com.

St. Thomas Yacht Club Sailor in US Match Racing Event

While visiting relatives in Detroit, Michigan, USVI-based sailors Tony and Ellen Sanpere happened to cross tacks with St. Thomas sailor Taylor Canfield. Ellen reports that Taylor competed in the Detroit Cup, a World Match Racing Tour Category 2 Event, from



Above: Taylor Canfield of St. Thomas racing in the Detroit Cup

Left: Young Antiguan dinghy sailors enjoying a sail aboard a traditional Carriacou sloop

September 3rd through 6th. Twelve teams from all over the world competed in a round robin for world match race points and an invitation to the Brasil Cup (www.worldmatchracingtour.com).

Taylor was by far the youngest and beat all but four of the older, more experienced teams. His father, Bill Canfield, is manager of the St. Thomas Yacht Club.

Anna Tunnicliffe, the sole US Olympic sailing gold medalist in Beijing, won the regatta — she was extremely tough competition for this Antilles School graduate, now attending Boston College. Even Sailing Rules guru Dave Perry could not beat Anna OR Taylor!

Jamaican Entry for Clipper Round the World Race

Jamaica will field an entry in the Clipper 09-10 Round the World Yacht Race. The boat, named *Jamaica Lightning Bolt*, in honor of the fastest man on earth, will compete against nine identical 68-foot yachts in the 35,000-mile race around the world. It sees the Caribbean island's return to the event after first fielding an entry in the 07-08 running of the Clipper race.

—Continued on next page



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Jamaica Lightning Bolt will compete against international entries including *Spirit of Australia, Uniquely Singapore, California, Qingdao, Cork, Edinburgh Inspiring Capital* and *Hull & Humber*. Sponsors recognize that the Clipper Race provides a cost effective and high impact platform to promote tourism, attract inward investment and generate a strong sense of community engagement.

The race is unique because the crews are all non-professionals — and 40 percent of them were new to the sport of sailing before beginning the obligatory training programme. The crew taking part come from 33 nationalities and range in age from 18 to 69. Each yacht is led by a highly qualified professional skipper, and taking the helm of *Jamaica Lightning Bolt* is Peter Stirling.



Jamaica's entry (at far right) in the globe-girdling Clipper Race helps put the island on the world's sports tourism map

Peter says, "I can't tell you how proud I am to be leading the team that will represent Jamaica. The race route will take in a visit to the island when we arrive at Errol Flynn Marina in Port Antonio next May and the team and I want to ensure that we arrive there in first place."

Jamaica's Minister of Tourism, Hon. Edmund Bartlett said, "Sports tourism in Jamaica had a shot in the arm this week with Bolt's amazing 100-metre world record time and with the gold medal performances from the rest of the Jamaican squad. To be involved again with the Clipper Round the World Yacht Race is yet another element of our strategy to put Jamaica on the map by using our sporting events, our sporting heroes and our sporting facilities to show the world that we may be a small island but we are a great nation of sporting excellence."

The Clipper Race was founded by sailing legend Sir Robin Knox-Johnston, the first man to sail single-handed and non-stop around the world. Sir Robin says, "It's great to welcome Jamaica back to the race track and we look forward to working with the Jamaica Tourist Board as we take their message, 'Once you go, you know,' around the world."

The Clipper 09-10 Race started from England on September 13th.

Caribbean 1500 2009 Attracts International Fleet

The 20th Annual Caribbean 1500 fleet will sport an international flair. In addition to the usual contingents from the US and Canada, sailors from Germany, Japan, the UK and Ireland will join the fleet. This year, America's oldest and largest offshore cruising rally will depart from Hampton, Virginia on November 2nd and arrive in Tortola, British Virgin Islands, seven to 12 days later.

"The 20th Anniversary fleet is shaping up to be an interesting group," explained founder and president Steve Black. "We have veterans of past rallies, including several who participated in the first Caribbean 1500 in 1990. The first-time participants include four families with children. And it is always fun to have sailors from other countries involved."

More than 1,000 yachts and 4,000 sailors have participated in the Caribbean 1500 since its inception. This year's rally will include special events at the Nanny Cay Resort and Marina in Tortola to greet the ralliers as they complete the passage.

The Caribbean 1500 retains some of the competitive elements of traditional sailboat races, but offers social, educational and technological enhancements that broaden the appeal of the event to couples and families, as well as racers. Prior to the start, the participating sailboats will gather for several days of safety inspections, workshops and weather briefings.

Over 10,000 website visitors each day will monitor the progress of the boats. With wireless transponders on each yacht, positions will be broadcast via satellite six times a day. Each boat's track will be displayed on the Caribbean 1500 website using software customized to incorporate features from Google Earth.

For more information visit www.carib1500.com.

St. Thomas to Host US Women's Match Racing Champs

Carol Bareuther reports: From November 11th through 15th, the waters off St. Thomas's east end will host eight of the best female match racers in the world and their crews, at the US Women's Match Racing Championship for the Allegra Knapp Mertz and Adams Memorial Trophies.

Competitors are selected by resumé and include US Sailing Team AlphaGraphics member and 2008 Olympic Gold Medallist Anna Tunnicliffe (North Cape Yacht Club/Lauderdale Yacht Club; ranked 19th), Genevieve Tulloch (St. Francis Yacht Club; ranked 21st), Katy Pilley-Lovell (Southern Yacht Club; ranked 23rd), Debbie Capozzi (Chicago Match Race Center; ranked 25th), Annie Gardner Nelson (San Diego Yacht Club; ranked 182nd), Meagan Ruhlan (Pymatuning Yacht Club; ranked 200th), Evan Brown (Davis Island Yacht Club; unranked) and Kelly O'Brien (St. Thomas Yacht Club; unranked). Tunnicliffe is the defending 2008 champ and Capozzi won in 2006.

Match racing — two identical boats racing against each other — is a one-on-one duel of strategy and tactics. This year the competitors will sail in IC24s. The IC24 or Inter-Club 24 was designed and built by two St. Thomas sailors. It uses a J/24 hull, which is fitted with a Melges 24-style deck mold that is wider, has no traveler, and is capable of carrying four to five sailors.

"We are really proud and excited to have the opportunity to host this championship, the first US Sailing Championship to be held outside of the continental United States," says event chair, Ruth Miller. "Women's match racing has been added as an Olympic event in this Olympiad and the competition is extremely high. We encourage everyone to come out to watch this spectator-friendly form of racing."

Founded in 1974, the US Women's Open Championship was initially developed to serve the interest of female sailors who wished to compete against other women at the national level in double- and single-handed boats. The regattas were organized along traditional one design racing lines where boat preparation is a factor, and no eliminations were required. In 2000, a motion to change the US Women's Match Racing Championship from fleet racing to match racing was passed.

The event is sponsored by Rolex Watch USA and Dry Creek Vineyard.

For more information contact the St. Thomas Yacht Club at (340) 775-6320.

St. Thomas Radiology 4th Annual Women's Regatta Set for November

Carol Bareuther reports: Promoting woman's tennis and sailing, and the camaraderie that comes from a weekend of close competition, is the goal behind the St. Thomas Radiology Women's Regatta & Tennis Tournament, held at the St. Thomas Yacht Club. The tennis portion of the event will take place November 12th to 15th, while sailing will be held November 14th and 15th.

Girls age 12 and older and women are invited to enter the regatta portion of the event. Competitors will race in double-handed Club 420 dinghies. The race format will be round robins on windward-leeward and triangular-shaped courses in Cowpet Bay. The entry fee includes a T-shirt and meals.

The sponsor, St. Thomas Radiology Associates, is a full service diagnostic imaging center, with a new Women's Imaging Center that offers services including bone densitometry assessments, mammograms and ultrasound studies.

For more information contact the St. Thomas Yacht Club at (340) 775-6320.

Full List Again for ARC 2009

Entries have now closed for this year's Atlantic Rally for Cruisers (ARC), the 24th edition of this world-famous annual transatlantic rally that has defied the economic doom and gloom yet again. The Rally organizers, World Cruising Club, have now opened a waiting list after accepting 225 entries for the 2009 rally.

—Continued on next page

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This large capacity 6 liter engine comes in a compact package and only takes out 225 hp.

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There are 28 countries represented in this year's event, which starts on November 22nd in Las Palmas de Gran Canaria. The largest transocean sailing event, every year the ARC brings together more than 200 yachts from all over the world. The destination is Rodney Bay, St. Lucia. The 2,700 nautical mile passage on the northeast tradewind route typically takes between 14 and 21 days.

While fundamentally a fun rally for cruising yachts, the ARC does have a more serious Racing Division, run under the auspices of the Royal Ocean Racing Club. Yachts in the Racing Divisions are not permitted to use their engines for propulsion (unlike the cruisers), although use of autopilots is allowed.

The ARC distinguishes itself by successfully combining racing and cruising yachts with a mix of older and younger participants, all of whom enjoy the varied entertainment that is on offer at both the start and finish ports.

For more information visit www.worldcruising.com.

St. Maarten-St. Martin Classic Announces 2010 Program

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta Organization have announced the preliminary program for the Fifth Invitational St. Maarten-St. Martin Classic Yacht Regatta. The regatta will again take place from January 21st through 24th.

The first race is from Great Bay to Marigot, the second is from Marigot to Philipsburg and the final day will see the yachts leaving again out of Great Bay to return there in the afternoon. The regatta will feature the battle of *Lone Fox* and *Charm III* for the perpetual trophy. Each yacht has already won the regatta twice and next year's winner will take home the trophy.

The regatta organization will have its headquarters at Holland House Beach Hotel on the boardwalk in Philipsburg. The Skippers' Briefing and official opening cocktail on the Thursday, the Saturday evening party and the Award Ceremony on Sunday will be hosted by Holland House Beach Hotel. The regatta is sanctioned by the new Sint Maarten-St. Martin Classic Yacht Club.

Course de L'Alliance Island Hop: St. Martin, St. Barths, Anguilla

Boats from around the Caribbean will rally to three exciting locations in the sixth edition of the Course de L'Alliance, November 27th through 29th. Classes will include spinnaker, non-spinnaker, multihull and open, and all boats are welcome to enter.

The start is in Simpson Bay, St. Martin. From there all classes will race to Gustavia in St. Barths. Competitors will overnight there and then set a course to Shoal Bay in Anguilla. The final leg is back to Marigot and the Marina Fort Louis, where all competitors receive free dockage for the evening.

This year the entry fee will be lowered to 100 Euros from the previous 200 Euros, but participants will be responsible for their own meals. Registration is November 26th from 4:00 to 6:00PM, followed immediately by the skippers briefing.

The event is organized by the Marina Fort Louis and sanctioned by the Sint Maarten Yacht Club. Sponsors include Marina Fort Louis, Windward Islands Bank, Petrosol, Dauphan Telecom, Siapoc, Madco, Interlux and Kitrad. All boats will sail under CSA rating and safety rules.

For more information visit www.coursedelalliance.com.



J. ROOSENS

Some of the classic and vintage yachts competing in the 2009 St. Maarten – St. Martin Classic Yacht Regatta

Superyacht Cup Antigua's New Dates for New Year

The Superyacht Cup Antigua, now in its fourth year, has confirmed new post-Christmas dates with the Antigua and Barbuda National Parks Authority. The regatta will be staged from January 27th through 30th, 2010. For the past three years the event has been held immediately following the Antigua Yacht Charter Show in December but being so early in the Caribbean season, several yachts were not able to get to Antigua in time.

The Caribbean version of the famous Palma event has been well received and has become popular with the big yachts; by moving to the end of January, the regatta will fit in better with more yachts' cruising plans and thereby enable much greater numbers to participate.

The RORC Caribbean 600 race, a 605-mile race around the Leeward Islands starting from Antigua on February 22nd, will also be a draw to many racing yachts. Also, "By scheduling our event at the end of January we will not conflict with Christmas charters nor be too close to the St Barth's Bucket at the end of March," explained Event Director Patrick Whetter.

Added to the programme this year will be a Pirates of the Caribbean Party on the second night and an option to join the Yacht Hop — an open-boat style party — on the third night.

For more information visit www.thesuperyachtcup.com.

Route du Carnaval: February 6th through 16th, 2010

Club Transcaraibes has announced the itinerary for next year's yacht rally to fun: Route du Carnaval 2010.

On February 8th, the fleet will sail from Port du Marin, Martinique to St. Lucia (25 nm), on the 9th from St. Lucia to Bequia (65 nm), and on the 10th from Bequia to the Tobago Cays (25 nm). On the 11th, a new stop will be made in the Grenadines: Petit Saint Vincent.

On the 12th, the event's longest leg (110 nm) will take ralliers to Trinidad to enjoy special access to the spectacular Trinidad Carnival festivities and an optional rainforest tour.

For more information see ad on page 44.

Yacht Rally to Cuba Planned for April 2010

Another Club Transcaraibes rally, the Transcaraibes, will depart Marina Bas du Fort, Pointe-à-Pitre, Guadeloupe on April 1st. There will be stops at Marina Fort Louis in Saint Martin; Marina Casa de Campo, Isla Catalina, Isla Beata and Bahia Las Aguilas in the Dominican Republic; Ile à Vache, Haiti; Errol Flynn Marina at Port Antonio, Jamaica; and a gala arrival at Marina Cienfuegos, Cuba on April 21st.

For more information see ad on page 44.

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St. Croix Yacht Club Hospice Regatta Teams with SailProud Apparel

Ellen Sanpere reports: "SailProud Apparel will help the St. Croix Yacht Club Hospice Regatta 'go green' in 2010," Regatta Director Julie San Martin says. The two-year-old company will offer beautifully functional, sustainable, eco-friendly nautical apparel appealing to regatta participants, sponsors and visitors.

SailProud founder and president, Phil Tepfer, explained some of the unique characteristics of his "Transitional Performance" products, such as EcoWear Fabric: T-shirts constructed from recycled plastic bottles woven with certified organic cotton, which doesn't stick like polyester. It helps to maintain lower skin temperatures and also offers ultra-violet protection factors (UPF) in the 40 to 50 range. Signature CoolBlend polo shirts are made with Bamboo+, a sustainable resource that acts as an anti-mildew component in a soft fabric with moisture wicking and drying properties. They also have rash guards made from Bamboo+.

SailProud is no stranger to charity events like the St. Croix Yacht Club Hospice Regatta. Ten percent of their profit is donated to the Heart of Sailing Foundation, benefiting developmentally disabled children. Additionally, Tepfer captains a boat for the organization, donates clothing and sponsors a local chapter of the Foundation.

Participating teams in the St. Croix Yacht Club Hospice Regatta can order custom embroidery on the SailProud shirts in order to look extra special at the famous Cruzan Rum welcome party and throughout the event.

The St. Croix Yacht Club Hospice Regatta will be held February 19th through 21st, 2010. Under the motto "Inspired by Competition - Enhanced with Compassion", the organizers aim to raise funds and awareness for hospice care on St. Croix. Funds raised at the St. Croix Yacht Club Hospice Regatta will go to support the end-of-life medical needs of St. Croix residents, regardless of their ability to pay. Over one-third of the island's population is underinsured or has no health insurance coverage at all, according to Continuum Care, Inc., a Medicare-certified company providing hospice care in the USVI.

The competition promises to be inspiring, with one-design and dinghy racing in Teague Bay and CSA handicap racing in the Buck Island Channel. Cruisers, live-aboards, and heavy displacement vessels with simplified CSA ratings (to accommodate cubic feet of onboard refrigeration, drinkable canned goods and wine cellars!) are invited for Hospice Class racing along the beautiful north shore of St. Croix.

For more information on SailProud clothing visit www.sailproud.com.

For more information on the St. Croix Yacht Club Hospice Regatta visit www.stcroixregatta.com.

New for 2010: Les Voiles de Saint Barth

The 2010 Season will count a new sailing regatta in the Caribbean: Les Voiles de Saint Barth will be held April 6th through 11th. Organized by the Saint Barth Yacht Club and Comité Territorial du Tourisme, and with the support of Saint Barthélémy's Collectivité, this event welcomes all maxi yachts, classics, racing yachts and multihulls.

This event promises to be competitive, friendly and festive. In the idyllic setting of Saint Barths, residents, storekeepers and watersport professionals prepare to welcome boats and their crews, and look forward to helping them discover or rediscover this unique island.

For more information visit www.lesvoilesdesaintbarth.com.

FISHING LINES

St. Lucian Anglers Fish in Cuba

Bernard Johnson, Vice President of the St. Lucia Game Fishing Association, and Francis Compton, Past President, landed a huge Blue Marlin five miles off the coast of Havana, Cuba on July 31st, after an hour and a half of struggle on 50-pound test line. The fish was caught on the boat *Marlin X* out of the Hemingway Marina, skippered by Captain Lima who once fished with the legendary Fuentes, captain of Hemingway's boat *Pilar*, which is preserved in the Hemingway Museum in Havana. Cubans and St. Lucians came together to celebrate this exciting moment, which was the highpoint for the anglers on a trip to Cuba organized by Rawle Harvey, President of the St. Lucia - Cuba Humanistic Solidarity Association.

Kids Catch Monster Tarpon in Trinidad

Recently, when a 220-pound tarpon was caught by a fisherman near Gasparee Island in Trinidad, it sparked the interest of some young boys to hunt for a similar catch before the summer holidays came to an end. Fourteen-year-old Christian Valdez rounded up some friends to fish on his father's boat, *Hooker*, on the night of August 30th. The fishing trip was a big success, as it resulted in Nicholas Knox catching a monster tarpon. All the fish caught on *Hooker* that night were released unharmed. None were weighed, as a result of the releases, so they will never know the weight of the fish. However, they did learn an important lesson about marine fish conservation. That's the right way to go, guys — leave some for the next angler to pursue!



Left to right: Nicholas Knox, Mark Villain, Jacob Gordon, Diffy Charles, Christian Valdez and Wesley Scott take a quick pose before releasing the monster tarpon

Mappapie Tops Trinidad's Tarpon Thunder Tournament

Steven Valdez reports: Trinidad will now be marketed to offshore anglers as a key destination for tarpon fishing, as a total of 162 tarpon were caught and released when 109 anglers fishing on 26 boats participated in the Trinidad & Tobago Game Fishing Association (TTGFA) 2009 Tourism Development Corporation (TDC) Tarpon Thunder Tournament.

The tournament was hosted at the Lure Seafood Restaurant and Bar, Sweet Water Marina from August 14th through 16th.

Michael De Freitas, fishing on *Mappapie*, won Best Angler. Brett Thompson on *D' Rog* came second, with Jonathan de La Rosa on board *Bobby Breen* taking third. Michael De Freitas will represent Trinidad & Tobago in next year's IGFA Inshore World Championships.

Mappapie took the Best Boat category, with *De Jep* in second, *Bobby Breen* in third. Suzette Aboud and Jimmy Aboud, both on board *Outcast*, won Best Female and Best Junior angler respectively.

The Best Foreign Angler was Mike Myatt of *Barbie Doll Too*. Mike, Chief Operating Officer of the International Game Fishing Association (IGFA), was invited by the TTGFA to experience the TDC Tarpon Thunder Tournament. Mike complimented the organizers and sponsors and said that he had fished all parts of the world and had never before seen the kinship that existed between competitors as in this tournament. He also said that the quantity and large size of tarpon that were released over the three-day tournament should make this fishing destination one that anglers from around the globe will want to come and experience.





MERIDIAN PASSAGE OF THE MOON

OCTOBER & NOVEMBER 2009

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

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

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

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

October

DATE	TIME
1	2204
2	2246
3	2329
4	0000
5	0015 (full)
6	0103
7	0156
8	0253
9	0352
10	0452
11	0552
12	0649
13	0743
14	0834
15	0923
16	1012
17	1101 (new)
18	1150
19	1243
20	1334
21	1428
22	1521
23	1621
24	1702
25	1749
26	1833
27	1916
28	1958
29	2039
30	2122
31	2207

November

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

I know what you're thinking. Isn't it a little early for a Christmas article? But the truth is, as offensive as if may sound to most cruisers, if you are beginning to start to commence thinking about possibly going to the Queen City of the Spanish Main (and you should be), you might want to think outside the envelope and plan ahead. I'll tell you why.

CHRISTMAS IN CARTAGENA

by Chuck Cherry



Christmas in The Big C is not a single holiday — it's a season. In fact, it is THE season for Cartagena. Everything about Christmas in Cartagena comes early and stays late. A quarter of all Halloween costumes are distinctively "Noel", the boughs of holly go up immediately after the candy is divided, and if you are not in the harbor by early November, odds are that you won't get a slip at either marina (Club Náutico or Club de Pesca) until February. Even the big day itself is celebrated on the 24th instead of the 25th.

The festive attitude is enhanced by the entire month of November being given over to the Independence of Cartagena celebrations and the election of Miss Colombia, which is an event of biblical proportions. Twenty-some girls from



Top: As Christmas approaches, manger scenes pop up in neighborhood parks
Above: Youngsters pose in front of this historic port city's walls, decorated for the holidays with figures portraying indigenous cultures — and pirates, of course

every state in the nation are collectively paraded around the entire country, in front of TV cameras, and before a variety of panels where they are questioned, photographed, dressed up and down, and judged. After 30 days and almost as many locations and after absolutely every man, woman and child in Colombia knows absolutely everything about each candidate, from what she thinks about world peace to her favorite song, pet and shade of lipstick, the finalists are finally narrowed to one at the main event in Governor's Plaza in Cartagena on the night of the city's Independence Day, November 11th.

—Continued on next page

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This is a seriously major event with all the traditional costumes, celebrities, government officials, dueling army and navy bands, and thousands of spectators frolicking to disco music until well after dawn. A relative forecast of things to come.

By the time the queen was crowned last year the marinas were full and the anchorage bursting at the seams. By November, the usual tourist attractions, such as museums, forts, old churches, beaches, bars and restaurants, are all spruced up and decorated for the season. They have to be dolled up considerably to compete because now comes the tremendous onslaught of special events. There are hosts of concerts (many of them free in the plazas) with local and international musicians giving performances in a variety of locales. The theaters put on special holiday shows, which extend into the weekdays. Several youth shows were among these last year, and there was even a three-day kind of lollapalooza mini-Woodstock thing for those so inclined. Several South American rock stars that I couldn't name came through Cartagena during December 2008. (A little farther afield in Bogotá, Elton John and Madonna made appearances, too.)

If that's not enough to make your tempus fugit, you can buy tickets to one or both of the two full-blown film festivals. One is for made-for-TV films (they do love their *tele-novelas*) and one is for the big screen, complete with real movie stars, glitter and paparazzi. All together, these gala events go on for more than two weeks.



In her homeport for Christmas last year was the Colombian Navy's sail-training ship, Gloria, *offering tours and photo ops*

Of some interest to our cruising community was what appeared to be the entire joint US-Colombian Navy ensemble showing up in the harbor for two to three weeks of… R 'n' R? Some tours were available, and lots of photo ops. This was followed closely by the arrival of the good ship *Gloria.* The *Gloria* is a three-masted tall ship used for training and public relations. She remained parked at the party boat dock and was available for free public inspection and photos with the crew from nine to five.

The city is decorated for the festive season in a major way, especially in the old town within the wall. Last year, in addition to a big light show at the clock tower entrance, the wall itself was adorned with larger-than-life puppets portraying the *indiginos* and various other ethnic cultures, and topped off with a pirate ship whose occupants were scaling the north wall against heavy resistance.

And then comes the Christmas shopping. As in most South American cities, you can get nearly anything that you want or need on the street. During the season, the number of street vendors seems to double so that there is not one square inch of vacant sidewalk. Then add in all the shoppers and visitors and the streets become a living, breathing, undulating, high-spirited Christmas dragon. To the untrained eye it seems like recurring waves of people milling about in a random, happy fashion. There is, however, a small amount of method in their madness, as vendors of similar things tend to group together. A park near the marinas, for example, is taken over by more than a hundred small booths selling only toys. My personal favorite is the Christmas tree light section — a couple of blocks almost exclusively devoted to decorative lighting. You will want to visit this area at night. And of course there are food and beer stalls. (You can buy the entire skin of a pig face for only two dollars, a real bargain for pork-rind lovers.) Beneath all the hustle and bustle of the masses of shoppers and sightseers is a kind of giggle that seems to well up and crescendo until about midnight. These people are happy, friendly and a little inebriated.

So as not to forget the reason for the season there is a natural escalation of church services, religious events and fundraisers. Since there are several historical landmark churches that you will want to visit anyway, the extra decorations and events make it a good time to go.

A personal favorite of mine, along these lines, is the neighborhood get-together every night for the nine days before Christmas. They have a little Bible study, Christmas-type refreshments and then practice a nativity play to be presented on Christmas Eve. The gathering place is usually the neighborhood park, some portion of which is transformed early on into a manger. I think you are expected to be there on all nine nights to be in the play, so this is taken rather seriously. On the 24th, after the play, the adults start drinking and the children wait anxiously for the midnight hour, at which time they open their gifts. The parents drink until dawn while the kids play with their new toys. If you are lucky enough not to have kids, you can roam the neighborhood or get in your car and drive down toward the old town and just pull over with friends and drink tequila or whiskey on the side of the road while singing Christmas carols. (This particular time-honored tradition is very similar to the celebration of the other 30 or 40 national holidays per year.) Last year on my morning "run" (exaggeration) on Christmas Day I passed six or seven small hardy groups still singing, all of whom cheerfully invited me to stop for a shot of tequila.

After Christmas the stores in Cartagena are closed and the streets are bare as people rest up for New Year's. But the inland town festivals are in full swing — this is the time to head for the mountains and watch Medallin, Cali and Manizales turn into theme parks for two weeks. Catch the first bullfight of the South American season in Cali and watch the carnival parades, rodeos and decorations of thousands of flowers as the mountain towns turn out with their favorite festival music to dance in the streets. You will have a little more than 30 days to sample the festivities in the different towns before returning to Cartagena for carnival in February (really Barranquilla is better, but Cartagena is close).

Then you can relax and enjoy the off season, lolling on uncrowded beaches on weekdays, getting into your favourite restaurant without a reservation, and resting up to sail onward… or to celebrate the next Christmas in Cartagena.

Chuck and Monica live aboard the Cherry Bowl, *cruising the Caribbean and enjoying talking about it.*





Mosquito History and a Grand Cayman Vacation Cross Paths

by Ryan Weaver

Prologue

Human history on Grand Cayman began as a battle of good versus evil. Good settlers and their oxen arrived prepared to forge a new existence of adventuresome happiness, but evil mosquitoes thwarted their efforts. Grand Cayman was Mosquito Global Headquarters. The mosquitoes were unprepared to welcome these newcomers as equals, but rather placed them at the lowly hierarchical status of *snack*.

According to airport-available magazine literature, reports of settlers' livestock being suffocated (to death) by the sheer number of mosquitoes crowding into their nostrils were "common". One article claimed that mosquitoes could drop an animal (dead) from sheer plasma drainage. Nobody walked anywhere without their pail of smoke. Grand Cayman was an educational foreshadowing of what hell might be like.

Until Dr. Marco Giglioli arrived, that is. Giglioli was a veteran of mosquito wars and had come to execute a full-scale genocide.

He began by draining the swamps, which reduced the breeding ground of Evil significantly. A fish known to munch on larval youngsters was slipped into remaining waters. Giglioli conducted aerial spraying to subdue remote guerillas.

The tides turned. Settlers poured in. To avenge their historical oppression humans built fancy roads, grocery stores and banks over ancient mosquito breeding grounds.

These days the Mosquito Research & Control Unit (est. 1965) police what remains of the evil horde, and except during ambush hours people are free to be carefree.

Cayman Days

One without reservations has little choice but to accept whatever rental car is left on the lot. In our case this was an electric-blue Chevy Spark, an automobile so tiny it may or may not become the next official clown car at your local circus.

We scooted off toward Morritt's Resort, where my parents used their timeshare to book a carefree week on Grand Cayman. My girlfriend Yllithia and I muscled in on the good time. Since we arrived first, we thought it'd be a good gesture to crank the air conditioning to the arctic level my Pops finds habitable and stock the fridge.

The supermarket was our first real indicator that Grand Cayman was no ordinary Caribbean isle.

Imported goods were stacked floor to ceiling, including things new and delicious to us: i.e. Joseph Banks Cassava Chips. Industrial refrigerators sent a frosty breeze wafting over ripe fruits and vegetables. Caucasian expats in aprons dished out product samples. *Free food and nary a derelict in sight!*

Our room at Morritt's was up three flights of stairs that guaranteed no weight gain on this vacation. Our balcony commanded a view of the Caribbean. Below was a swimming pool where tourists in wetsuits and dive gear sank with their instructor until their bottoms hit bottom. Look at your depth gauges, I thought, and behold the awesome thrill of three feet deep!

It was dark when we went down to the clown car to pick up the parents. I opened the door, realized that I forgot something in the room, and went to get it. In the meantime every mosquito in Grand Cayman piled in for the ride. The next half hour was not a drive so much as struggle for survival. By the time the parents wedged in, the car had been reupholstered in bloody mosquito bits. It was traumatizing.

For much time afterward, great fiery balls of fear and loathing rolled about within me. Mosquitoes consumed my subconscious. I took extravagant measures to avoid them: curfew at sunset; sleep in well past early morning; avoidance of shady corners and stagnant air… these measures worked, and the lingering effects of the mosquito nightmare faded.

Grand Cayman is worth a tourist's time for its water. Snorkel, scuba, swim, float — just get in the water. Every day we drove to a new snorkel spot: Rum Point, Public Beach, Old Man Bay, Hell, Cemetery Beach, and many nameless sanctuaries found at the ends of pathways curving into the trees.

A favorite locale of Pops' and mine was Blowholes. We were on our way back to Morritt's from a restaurant one evening and stopped to marvel at Blowholes. A good swell could send a plume of water rocketing up 20 or 30 feet (I didn't exactly have a tape measure handy).

—Continued on next page



No mosquitoes here. In Grand Cayman, whatever you do, do it in the water!



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LEAVE YOUR BOAT IN SKILLED HANDS

—*Continued from previous page*

Pops and I marched down and inched closer and closer to the hole. The rocks were slick, the blast tremendous. We returned drenched and happy to an unimpressed and somewhat embittered audience.

East End's relative seclusion suited us well, but the time came when Georgetown could no longer be avoided. Yllithia and I went scuba diving. Mom hopped on the Atlantis submarine because she wanted to see what 100 feet under the ocean looked like once in her life.

I hadn't yet plunged to anywhere near 100 feet myself, but on our first dive I was surprised to hit 115 feet. It was an accident, really. Everybody emerged from his or her underwater journeys with bragging rights, for Grand Cayman is blessed with a healthy (lawfully protected) reef.

The four of us could heretofore sit back and loaf without guilt because in every wish list box lay a check mark. Except maybe one. I thought I could ignore it, this little hike, but as the trip neared an end it nagged me with hideous persistency.

"There'll be too many mosquitoes," everyone said. This was certainly true, for the Mastic Trail cut through the very capital of their refuge. We could see it from our back deck: the largest contiguous tract of old growth forest (*two million* years old) left in the Caribbean stretching off unmolested, dense, muggy, dark and out of the jurisdiction of the Mosquito Research & Control Unit.

But it was more than just the hike. The Mastic Trail was where one was most likely to spot the Cayman Island Parrot. I'd never seen a wild parrot but certainly liked the idea of it. And this was an *endemic* wild parrot. If I didn't see it now I might never get another chance. "Mastic Trail" might be my final whisper on the deathbed….

These and other melodramatic sentiments finally convinced Yllithia to accompany me. It was our last day.

The sun was just rising. We had no bug spray. On the scale of Poor Planning this rated somewhere near a perfect 10. But as we started jogging nervously through the brush, kicking holes in the humidity and the spider webs, there ensued no ambush. Perhaps here where few people ventured the mosquitoes just rolled over, punched the snooze button and slept in.

The Mastic Trail smells good. It's beautiful in a humble way. Its history inspires: blazed in the palm-blistering, tool-wielding age before tractors, the Mastic Trail provided a commercial route (shorter than the coastal circuit) from the North End to Bodden Town. Mahogany logs were sunk in the wetland to help delineate the path. Oxen and mules trudged along, shouldering wares, and were probably molested ceaselessly by mosquitoes.

Yet as we hiked, only a few humongous loners flapped by like the skeletons of small birds and did not seem interested in challenging our trespass. When the dirt turned muddy we saw that we were surrounded by ancient swampland. I was satisfied.

On the way back a raucous cry arose from some nearby fan palms. There sat three of Grand Cayman's endemic parrots. They squawked at one another and at the weather and at politics, shattering the air with melodious soliloquy. One of them even flew away for our viewing pleasure.

We stood in awe of them.

Conclusion

Despite the fact that the bloodthirsty mosquito is a persistent evil, Dr. Giglioli did succeed in shattering their once invincible ranks. Physically *and emotionally*. For although they still join forces for vicious night raids, one senses that they do so mostly as a consolation prize. At all other hours their influence is negligible.

On Grand Cayman today water sports are mandatory and land adventures like the Mastic Trail ought not to be missed — at least not for fear of mosquitoes. As a matter of fact, this is likely the last document that'll bother to mention them at all. For although the puny hunters will always exist on Grand Cayman, the significance of their existence has been reduced to an exercise for the improvement of hand-eye coordination.



Left: Yllithia and I went scuba diving on the healthy reef. I hit 115 feet. No mosquitoes there, either



Below: When the dirt turned muddy we saw that we were surrounded by ancient swampland. I was satisfied



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MAX AND MARK ON *BLUE BEYOND*

S/V Blue Beyond is a Moody 54 crewed by Max and Mark. This UK-flagged yacht came to the Caribbean with the 2008 ARC.

Starting 20 some years ago with a 22-foot boat and four young children "tied to the guard rails", Max and Mark learned and honed their sailing skills in the often inhospitable waters of England's eastern shore and Channel Islands. As the years passed, their sailing adventures took them down the European coast and to the Canary Islands. With the children approaching adulthood and the pressures of their healthcare-related business becoming more difficult to deal with as each year passed, Max and Mark began to focus on execution of a long-time dream, a cruising life. It took a year to find *Blue Beyond* and another year to make her ready. With the last of their brood finishing university this year, they've made the dream a reality. They have the skills and experience to support their dream, as evidenced by the "jury rig" repair made to compensate for the bolt that maintained the tension on their lower stays, which broke while they were underway on the ARC.



The Moody 54 Blue Beyond *(below) has carried Max and Mark (at right) to a life of freedom and creativity*



When asked to compare sailing in Europe with the Caribbean, they replied, "In Europe, especially in England, everything is marinas. The seas roll in off the Atlantic and boats need protected berths. In the Caribbean there are so many anchorages it provides far greater freedom. The islands are safe, as long as you take reasonable precautions. The islanders are friendly. We treat people respectfully and are treated respectfully in return. The weather is better and far more predictable than the North Atlantic. Sailing in the Caribbean is as close to true freedom as we have ever been."

Max loves to cook. She says, "I *like* the idea of fewer choices in the islands. You don't need fifty brands or varieties to choose from. Here, if it's in season, it's available; if not, it's not there. If the container came in, there is more to choose from; if not, that's okay. It's fun to be creative with what's available." Max has written a book on cooking on a boat. I'll be watching for it in the future.

The future for *Blue Beyond* includes going north to the East Coast of the US. Her crew wants to explore the area and, perhaps, fulfill a wish in Mark's life. Mark is a qualified level-three rugby coach and misses the coaching. There is an apparent increase in interest in rugby in North America. Mark hopes to pick up a coaching position for a year or two while they explore. After North America, it will be back into the islands, over to Panama and into the Pacific, following *Blue Beyond's* name around the world.

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DIFFERENT BOATS...

Andre and Gertrude Buy Local

by Norman Faria

The much-touted "Buy Local" mantra from governments regarding agricultural products and vehicles, for example, can also extend to boats. And Canadians Andre Demarais and Gertrude D'Asjous did just that when in 2003 they were shopping around for a cruising boat to make an Atlantic/Caribbean circuit.

They spoke with *Compass* while relaxing in Barbados's Carlisle Bay anchorage in the steel sloop *Orca Minor*. It is a Chatan 33. Designed by Frenchman Karroff, it was built in Quebec province.

"Yes, we do quite a bit of boat building in Canada and even designing, though the design is an exception. Remember the *Bluenose*? There is even a certain amount of Canadian-made yachting gear. Our self-steering rig, the Cape Horn brand by Yves Gelinas, for example, is Canadian made. Buying local is a good concept, but I must confess this is my first and last boat," said Andre.



NORMAN FARIA

Andre and Gertrude enjoying the good life in Barbados before heading back to Quebec

The Montreal-based couple achieved what they set out to do and expect to sell the boat on their return to Canada. Their original idea of wanting a "chalet in a marina" seems to have changed somewhere along the line.

The main aim of the voyage was twofold: to see and compare islands and to do some "good hiking". So far, it's gone well. They left Quebec City on the St. Lawrence River where the boat was bought in 2003. They wintered in 2004 in the Thousand Islands. In July 2008 they departed Montreal and had an uneventful crossing to Cape Breton via the Azores and Madeira.

Orca Minor is a flush deck version of a design influenced by Bernard Moitessier's boats. The firm made 24 of them. Andre, an electronics engineer, said he was very specific about what he wanted for the trip: a strong steel hull to survive a reef grounding, standing headroom in the cabin and a reliable engine (the boat's original 1980 23-horsepower Volvo still putters along) were among the main desires. He knew what he wanted because he had visited the Caribbean area many times on other people's boats. He also taught sailing in Quebec.

The trick of succeeding on such a voyage is preparation, he maintains. And he feels the reason they've had only minor difficulties is because of his "looking into all the eventualities" before they set out.

Gertrude, a retired physical therapist, says the trip has revealed a new meaning to the word "exercise".

...FOR DIFFERENT FOLKS

A WORLD CRUISE EDUCATION

by Norman Faria

"If we didn't go now, we probably won't have another chance," says Carmen Allera as she gets ready to put yet another batch of homemade bread dough into the oven on board the Pahi class catamaran moored in Barbados' Carlisle Bay.

"More importantly," she continues, "with two young kids aged eleven and three-and-a-half, it was a good time to take them as part of their education."

She and her husband Olivier bought the James Wharram-designed 42-footer four years ago in Italy. They wanted a spacious, easily handled and "everything that is soft" cat with lots of deck space. Up until the Barbados visit, the plywood craft has lived up to expectations. They had previously owned or rented different boats, such as a Puma 26, on Lake Geneva.



Bread's ready! A Wharram-designed Pahi cat is cruising home for the Allera family

They have high praise for Wharram, the British designer who researched and learnt from the boat building and navigation skills of the Pacific Islanders for his range of catamaran designs.

"When we first bought the boat, people would laugh at us, saying we were going back to prehistoric days. But Wharram's designs are forgiving and comfortable, especially when you cruise with children. A lot of people don't understand Wharram," says Carmen.

The boat, which flies the Belgian flag, has held up well. Auxiliary power is two 15-horsepower four-stroke Suzukis.

Unlike the case with most other Pahis, the Alleras had a special cockpit area tent specially made to keep out the sun and other harsh elements. There were other gear changes and improvements made in preparation for what they see as a three-year sojourn.

They expect to follow the basic route taken by Gerald and Elizabeth Weingarner, the previous owners (and builders of the boat) who circumnavigated in it from 2000 to 2005. The kids will be doing distance schooling.

The family left Gibraltar in September 2007. They make good passages with the Pahi, averaging 150 miles a day with good wind and sea conditions.

One of the excitements while in port, especially for the kids, is to take their Walker Bay rigid ten-foot sailing dinghy for spins around the anchorage. It is also a backup lifeboat. Saves outboard fuel, too, while heading back and forth to the dinghy dock.

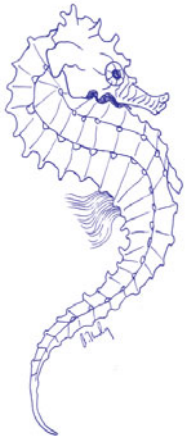
Baking the bread is a money saver as well as cutting back on additives. "It's simple,' Carmen says as she kneads some more dough on the main cockpit table, "and always fresh!"

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THE *TRADITION* PROJECT



Part One: The Vision

by Frank Pearce

I saw a large Carriacou sloop and visualized her with the deckhouse removed and her lovely sheer shown off to best advantage…

Carriacou and Petite Martinique surely have the largest remaining fleet of wooden sailing working boats left in the Eastern Caribbean.

During a visit to Carriacou in April 2008 I went to Windward beach to watch a Carriacou sloop (eventually named *Ocean Nomad*) being built by Alwyn Enoe. There were about eight men working on her, fitting planks, building cabin sides, caulking seams, and drilling for keel bolts. It was great to see these traditional skills in action.

Walking farther along the mangrove-lined black sand beach and around a headland I saw, hauled onto the land, a large red Carriacou sloop hull. I was struck by her beautiful lines.

The owner, Norman Roberts, told me that his father, Urbin, built her some 30 years previously and had traded her as a sailing cargo vessel, mainly between St. Barths and Carriacou. St. Barths was a free port in those days and one could legitimately trade in wines, spirits and cigarettes. Her name was *Tradition* and she was renowned as a fast and sea-kindly vessel.

Norman was giving her a rebuild and preparing her for use as a motorized cargo vessel. Latterly, she had been fitted with an aluminium mast and Bermudian mainsail, much easier to handle than the original gaff rig.

I climbed on board and saw that she had new pine decks, with massive white cedar deck beams and knees. She had also been replanked and refastened throughout, with a new stem fitted and the complete stern rebuilt. Norman had added a new deckhouse with four bunks and a wheelhouse. I visualized her with the deckhouse removed and her lovely sheer shown off to best advantage.

Norman mentioned that his plans had changed; he would consider selling her. The price he mentioned would hardly cover the cost of the work he had done, but then that's the way of wooden boats.

After a few weeks' dithering I agreed to buy her. I had a vision of her, rigged as she was originally with a wooden mast, 33-foot boom and gaff mainsail. Sleepless nights followed as I realized what I had taken on. Where would I find deadeyes, mast hoops, galvanized rigging and so on — an apparently endless list?

Norman introduced me to Gordon Patrice, who had just re-decked *Tradition*. He agreed to take on the project of removing the big deckhouse, decking in the resulting hole and fitting a smaller coach roof.

On Day One of the project, Gordon, Fitzroy McLaren and Leonard McLaren set to work dismantling the deckhouse with saws and chisels. Norman left with his cargo boat for St. Vincent, hopefully to return with more pitch pine planking for the deck.

Templates for the new deck beams were made and I began making a mock-up of a smaller deckhouse out of ply. Gordon, Fitzroy and Leonard all had different ideas on what the shape of the new deckhouse should be, so my plan went out the window. The mock-up was modified until we had something in keeping with the vessel. It should provide good headroom below, access to the engine room and a couple of bunks aft.

We were now ready for the new aft deck beams, which were to be of white cedar. Gordon had such trees on his land, but had been reluctant to cut them down earlier, being insistent that they should only be felled when the moon was well on the wane, even though this meant that the guys would lose a few days' work. The theory is that timber cut at the wrong phase



Dismantling the big deckhouse, intended for cargo runs

of the moon will be prone to rotting. All credit to the guys, it was more important to them that the job be done correctly than they earn an extra day's pay.

The gang eventually went into the bush with chainsaws to look for suitable trees, and by the next day rough shaping of the six-inch-square beams started with chainsaw, axes and adze.

Carriacou sloops are built with a wooden trunking through which the wooden rudderstock passes. This is a massive lump of timber, but has an inherent problem in that it is impossible to keep the inside of the trunking and the rudderstock protected from worm



Adelaide B *loading at the Carenage in St. George's Grenada*

and borers, and they also rot. Testimony to this was the number of discarded, worm-eaten rudder trunks lying around ashore. *Tradition*'s new rudder would be steel with a stainless stock passing through a cutlass bearing and stern gland. Very logical and possibly a great improvement, but we didn't know how the vessel would handle under sail with it.

—Continued on next page

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—*Continued from previous page*

Unfortunately, Norman had been unable to buy adequate pitch pine planking for the decks in St. Vincent, so Fitzroy and I took the ferry to Grenada where we were promised good timber. We were also on a mission to find a 60-foot mast.

I had heard that there were long telegraph poles to be found in Grenada and I pleaded with Grenlec to sell me one, which they kindly agreed to do. Very accommodating of them, as with hurricane season approaching, they might have needed all the poles they could get. From a huge pile of the great poles, we selected one that looked straight and sound and marked it. It was 60 feet long with a 14-inch diameter at the base and weighing goodness knows what.

The *Adelaide B*, a wooden inter-island trading vessel, was leaving for Carriacou the next day from the Carenage in St. George's. I asked Buly, the skipper/owner, how much it would cost to ship the mast up to Carriacou. "A hundred and fifty EC," he told me. No crane was available, so the crew of the *Adelaide B* hoisted the pole on board from the truck using the ship's block and tackles; she is still rigged and uses sail. I stayed away as the prospect of lifting such a weight with their gear was scary.

But the next Saturday morning, there was the pole in Hillsborough, sticking out over the bow of the *Adelaide B* like a huge bowsprit. Unfortunately the mast was needed at Windward, on the other side of the island, and it was unlikely that it could be transported along the winding and hilly roads.

Buly was not fazed. "Okay, we come up outside de Windward reef and drop it over de reef, and you tow it to Windward." "No," I said, "You'll be on a lee shore and it's getting dark. Take it to Petite Martinique; we'll tow it from there." So they did (how they got it overboard I'll never know, but we did agree that Buly should get twice his original quote for the shipping), and Fitzroy went over in his motorboat in the early hours on Sunday and towed it to Windward beach.

The deck beams were all in place and work commenced fairing them to ensure an even camber to the decks. Gordon, on his own initiative, had put in carlines to make a lazarette hatch in the back of the aft deck. I had hoped for a clear aft deck, but the hatch makes for a huge under-deck locker and was the right thing to do.

Gordon had also modified my plans for the shape of the new deckhouse by running the carlines in line with the bulwarks and not square with the front of the deckhouse, which meant that the deckhouse would be four inches narrower at the aft end than at the front. He said very firmly, "That's the way we do it, Frank." A good thing too, as the final result gives a clearer deck space at the sides of the deckhouse and looks just right.

The shipwrights were short of one deck beam. Rather than cut down another tree, they found a chunk of greenheart timber lying in the mangroves. It had been the keel of a wrecked sloop. This was a piece of very hard wood, about eight inches by four inches thick. They dragged it to our work area and Fitzroy set about shaping it. He stood on the timber, using an adze between his spread-apart bare feet. He carved out the shape of the beam with a camber to match the others, and still has a complete set of toes.

Prices for sails were coming in and I was very pleased to get an acceptable quote from Turbulence Sails in Grenada, who had built sails for similar Carriacou sloops in the past.

While in Grenada, I'd also seen a notice on a "for sale" board, offering some sails. It turned out that they came from *Moonshine*, a very fine double-ended Fife ketch that met her demise in Hurricane Ivan. A stay-sail and two Yankee jibs, just what *Tradition* needed — except now she'd certainly need a bowsprit! Carriacou sloops, with their long booms, do carry a lot of weather helm, and while a bowsprit may not be practical when they load in restricted berths, it would surely balance the rig better, and it looked right when I did a scale drawing.

I still had to find galvanized rigging wire, as I really wanted to eliminate stainless, not just for rigging, but for fittings. If the aim was to complete *Tradition* as she was when she was built in about 1979, and not produce a hybrid, then I needed to keep things as they were. Exceptions would be the engine and the sail material.

At this point, tropical waves started to cross the islands. This raised another issue: If we were going to be "rained off" for days, what would I do about wages? I suggested to the guys that I'd pay them half pay for "rain off" days. "Why do you want to do that, Frank?" I began to realize how un-avaricious people are in Carriacou, and it took some getting used to after the more "modern" world up-island. Many Carriacou shipwrights are fairly self-sufficient even without the boatbuilding; they often have some land to grow provisions and raise some livestock, and can get by quite well without the likes of me.



Patrice and McLaren at work. Tradition's *new deck beams and the carlines for a smaller deckhouse are in place*

For these men, working on a sloop that is to be a "yacht" was not really a priority — the working boats must come first. At one time, during a period of windy weather when the fishing boats were reluctant to go out, they took the time to make repairs. Some six boats, all between 30 and 50 feet, were hauled for repair. One boat's bottom was in poor condition. She was hauled on the Monday, bottom planking off on Tuesday, new keel bolts fitted and planked up by the end of the week, caulked and ready to launch the following week, with only two shipwrights on the job.

As for me, faced with the task of completing *Tradition*, it was too easy to take for granted the beauty of where we were working, until maybe a friend came along to see the project. Then I saw this somewhat huge vessel of mine, hauled up on the black sand, surrounded by palm trees and mangroves, propped up on wooden rum barrels, and the wonderful aspect looking seaward over the calm waters inside the Windward reef, then across the glorious colour of the sea to the islands of Petite Martinique and Petit St. Vincent.

Next month, Part Two: Boom, Bowsprit and Deckhouse.



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Coming to the Caribbean from the US East Coast

FOR the past 48 years I have listened to stories of boats heading south from the East Coast of the United States to the Caribbean. Some were such idyllic trips that the crew never once put on their foul weather gear. Some trips were a bit bouncy. And other times, boats ran into major storms. Some of these latter trips resulted in damage or disaster, losing boats or even crews. Many years ago I quit counting when my 39th friend or acquaintance was lost while doing this trip.

Obviously this is not a passage to be lightly undertaken. Your boat and crew must be prepared to face heavy weather. Before you go out and put your boat to the test, make some practice runs. In your home waters when a good hard blow comes through, take your boat out and "put the bricks to her". Ascertain any deficiencies in both boat and crew. Take your boat back in, rectify the deficiencies, then go out in a second blow. This time you will be much better prepared than you were the first time. Then go home again and rectify any deficiencies that are still not corrected. And so on. Then, when you eventually head offshore and run into a bad blow, both the crew and boat will have been through similar experiences before, so no major problems should be experienced.

Unfortunately, many recreational sailors fail to follow this advice; instead, they take off from the East Coast and run into their first truly bad weather at sea. The crew becomes petrified. When they arrive in St. Thomas, the boat is put on the market — and there ends their dream of an idyllic winter cruise in the Caribbean.

JUMPING-OFF POINTS

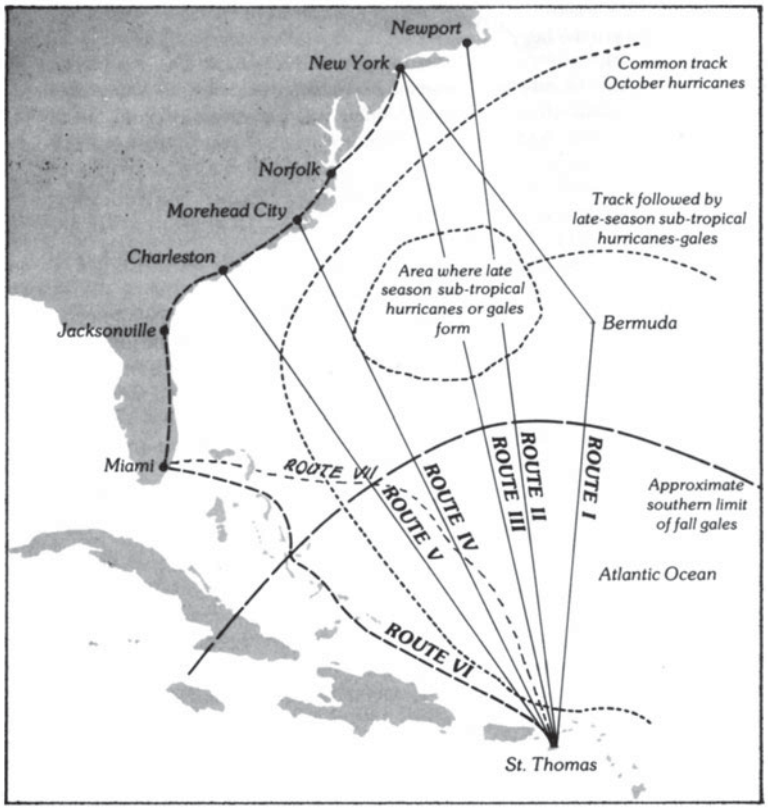
Points from Newport to New York

I strongly advise NOT heading directly offshore from this area (i.e. taking Routes I, II or III on the map). It's much better to go coastwise down to Little Creek, Virginia, near Norfolk at the mouth of the Chesapeake Bay or, if your boat will pass under the 65-foot bridge south of Norfolk on the ICW, farther on to Morehead City/Beaufort.

I say this because the autumn weather window for heading south is very small. If you leave in October or early November, there is too much danger of encountering a late-season hurricane. The NOAA hurricane book (available from National Climatic Data Center, Federal Building, 151 Patton Avenue, Asheville, NC 28801-5001, USA) shows that in the last 25 years there have been more hurricanes in late October and early November than there had been in the previous hundred years.

Unfortunately, as each week goes by in November the weather on the East Coast of the States becomes more and more unstable, to the point that by the end of November the weather forecasts are only good for 24 to 36 hours.

—Continued on next page







—Continued from previous page

Boats can take off from the northeast coast of the States in the face of a northwester, with glorious sailing, clear visibility and the wind aft of the beam, but all too often the northwester then swings around to north and finally northeast. A 25 to 30-knot (and sometimes more) northeaster blowing against a two or three-knot current in the Gulf Stream produces sea conditions varying from dangerous to disastrous.

Unless you have a yacht that can continually knock off nine knots or more, your chances are minimal of leaving the northeast coast of the United States and getting across the Gulf Stream on a weather window when the weather predictions are only good for 24 to 48 hours.

Thus, if you are departing from Newport, I recommend heading down the coast, through Long Island Sound. If a blow comes through, there are plenty of places to stop. If you pick up the beginning of the fair tide at South Norwalk, Connecticut, and maintain a six-knot speed through the water, you can carry that tide all the way down Long Island Sound through Hellsgate, New York Harbour, out through Sandy Hook and on down the New Jersey shore. This is where a northwester coming offshore gives a glorious sail with smooth water; it will really blow you on your way.

A good eye must be kept on the weather, because from New York Harbour to the mouth of the Delaware River there are really no reliable harbours. Similarly, from the mouth of the Delaware to the Chesapeake Bay there are no harbours. However, if you have maintained six knots over the bottom as you approach the mouth of the Delaware, take a look. If the weather is going around to the south and you don't like the look of it, you can head up the Delaware on a fair tide, pass through the Chesapeake & Delaware Canal, and still pick up a fair tide at the northern end of the Chesapeake Bay.

Once in the Chesapeake you can push on south to Little Creek, Virginia, at the mouth of the bay, or stop in Annapolis or one of the wonderful little harbours in the Chesapeake.

If the weather permits, however, when you reach the mouth of the Delaware you can continue offshore to Little Creek.

If you can fit under the bridge south of Norfolk, there is only one way to go south: continue through the ICW to the Morehead City/Beaufort area. This is a trip of three days, but if you have the time you can easily spend a week to ten days doing some wonderful cruising.

Morehead City/Beaufort

At Morehead City/Beaufort, wait for a good clear northwester to blow through. You are far enough south so that although it may be cold, you will not have to contend with ice, sleet or snow. If you leave at the top of the tide, carry the tide down to Cape Lookout. A couple of hours after you leave Cape Lookout you will be in the Gulf Stream, the northwester will blast you across, and by the time the northwester swings around to the north you will be clear of the Stream. You can then set a course east-southeast and sail that course "until the butter melts". The northwester will swing north, then to northeast. If you are lucky the northeaster will continue right on down to where you pick up the Trades. Many boats in the 40-foot size range have done this route (Route IV on the map) from Morehead City/Beaufort to St. Thomas in seven days.

Work your way east-southeast, until you reach the longitude of 68° to 70°W, as it must be remembered that in November and early December the Trades are still likely to be southeast or east-southeast, rather than east or northeast. This means if you have not worked your way well east, you will end up hard on the wind for the last few days of your trip if you are heading for St. Thomas.

With a favorable weather forecast, you can leave from Morehead City/Beaufort at any time from early November right up until about December first. However, if you have not left by the beginning of December, you should either delay your trip until the following year, or follow the ICW all the way down to Jacksonville or Fort Lauderdale, Florida.

In December it is not advisable to try to depart for the Caribbean from Charleston or the ports south of Charleston, as in that area the Gulf Stream is well off shore

In December it is not advisable to try to depart for the Caribbean from Charleston (Route V on the map) or the ports south of Charleston, as in that area the Gulf Stream is well off shore. The problem of getting across the Stream here is roughly the same as trying to get across the Stream from the northeast coast of the States.

Norfolk/Little Creek

If your boat will not fit under the 65-foot bridge on the waterway near Norfolk, wait in Little Creek until you obtain a favourable weather report. Then head east-southeast and try to get across the Gulf Stream as fast as you possibly can. If the wind goes light, turn on the mill and motor or motorsail. Don't worry about running out of fuel — once you are across the Stream and south of the gale area, if you are out of fuel and get becalmed it is just a pain in the neck and a delay. But if you don't make it across the Stream within your weather window, you can end up in disastrous circumstances. There is not enough space here to list the horror stories. Again, your course is east-southeast until the butter melts. Work your way eastward to longitude 68° to 70°W, before heading directly to St. Thomas.

The weather window from Little Creek is basically the month of November. Come December, forget about it and wait until next year.

Miami/Fort Lauderdale

If you don't pick your weather carefully when sailing from the Miami/Fort Lauderdale area to the Virgins you face a dead beat to windward for 1,200 miles — a miserable trip.

The proper way to get from the Miami/Fort Lauderdale area to St. Thomas is to go over to Grand Bahama and wait there until a northwest front is predicted. You can take off on the face of a northwest front: it may blow hard, but the wind will be coming off the land and you will have a smooth sea. Leave the northeast Providence Channel and head east for as long as you can. (See Route VII on map.)

Once the norther dies out and the Trades fill in, fall off on port tack and see where you end up. Some boats have been very lucky and have laid St. Thomas in one tack. Others fetch the eastern end of Puerto Rico, and some have only laid the western end of Puerto Rico. If you do this you can duck into Mayaguez, take a rest, recuperate and restock, then head south and east along the south coast of Puerto Rico. Make sure you have on board a copy of *Street's Guide: Puerto Rico, Spanish, US and British Virgin Islands*, which describes this area in detail, complete with sailing instructions. The one problem with taking this route is that you may enjoy the south coast of Puerto Rico and the Spanish Virgin Islands so much you never get to the rest of the Eastern Caribbean!

Re: hopping along the numerous stepping stones on Bruce Van Sant's "thornless path to windward" from Florida to the Virgins, or Route VI on the map, you must have unlimited time and patience to wait for all those individual weather windows. You may spend so much time waiting for weather that by the time you arrive in St. Thomas, the hurricane season is approaching again and it will be a case of either returning to the States, or quickly getting to Grenada, Trinidad or Venezuela to be south of the hurricane zone!

CHARTS

I advise using the US NOAA charts appropriate to your routing, and Imray-Iolaire charts of the Caribbean depending on your landfall. (Check Imray-Iolaire chart catalogue at any major US chart supplier.) If you are going via Bermuda, use Imray-Iolaire chart E5: Bermuda; plans St. George's, Hamilton, dockyard marina.

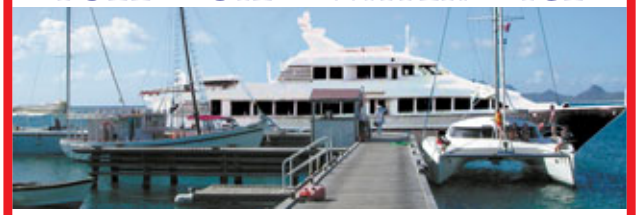
Visit Don Street's website, www.street-iolaire.com. A new edition of his Transatlantic and Atlantic Islands Guide *is due to be published soon.*

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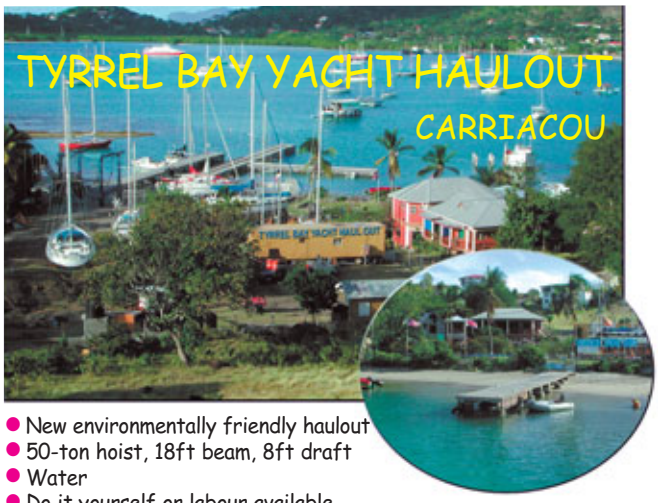
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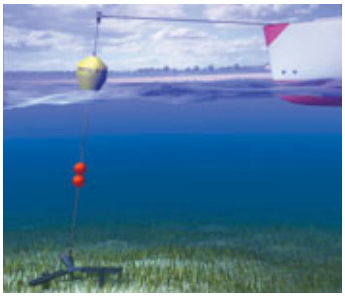


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For more information, visit www.ezyridermooring.com.

Innovative Ultrasonic Antifouling
Ultrasonic Antifouling Ltd has announced an unusual way to protect a boat from fouling. 'The Ultra System' uses sound waves to destroy algae and therefore prevent weed and barnacle growth. The manufacturers say that The Ultra System is a low cost, highly effective and completely pollutant-free method that does away with the chore of the annual painting of the boat's bottom.
Ultrasonic Antifouling Ltd currently offers two models: the Ultra 10, for boats up to 10 metres, and the Ultra 20 for boats up to 20 metres. Each system consists of a control box and either one (Ultra 10) or two transducers (Ultra 20) and can offer a bespoke system design facility for more complex installations, for example, superyachts or trimarans. The transducers are bonded to the inside of the boat's hull. The system covers all of the hull and underwater gear. Careful placement of the transducers is the key to success and a full explanation of the installation is supplied. The system runs from 12, 24 or 230 Volts and draws up to one Amp.
The control box sends a variety of pulsed ultrasonic signals to the transducers, which, in turn, emit a series of low power, high frequency sound waves that are virtually inaudible to the human ear. They create a wall of moving water molecules over the whole surface of the submerged hull, creating a micro-environment that kills algae. The 'science' is in the creation of the correct frequencies and the harmonics that are set up as a result.
Managing Director David Sothcott says, "Until now, a few people have had half-hearted attempts at the 'ultrasonic approach' to the business of antifouling, but nobody has really indicated any commitment or belief. These previous attempts have been analogue systems, using up to 40 percent more power than our digital system, and when power is at such a premium in the boating world, this is a big issue.
"Because a digital system can use more 'differing' frequencies together, its range can destroy more algae types and it produces a much clearer ultrasonic sound wave. As technology advances, and because we use a re-programmable chip, we can modify the frequencies to suit the conditions, if and when they change."
For more information visit www.ultrasonic-antifouling.com.

Need a Drink, Quick?
Accon Marine's sleek Quick Release Drink Holders easily snap into the company's quick release bases, keeping beverages from spilling. Constructed from either marine-grade 316 stainless steel or aluminum, these Drink Holders can be easily removed with the push of a button. When needed again, they simply snap back into place. Accon's 401 Series is available in single or double styles and fits standard size cups. Featuring a surface mount, no difficult measuring or cutouts are required for installation. Only two #10 screws are needed.
For more information visit www.acconmarine.com.

Don't Get Bugged, Lighten Up
Great for the cockpit or beach barbecues, the ThermaCELL Patio Lantern is both a powerful insect repellent device and a stylish outdoor lantern, with both functions being usable separately or together. Providing a 15 by 15-foot mosquito-free zone, it is 98 percent effective (tested and used by the US Department of Defense), making it the most effective insect repellent device on the market. It is also non-toxic, safe and non-intrusive, being DEET-free, silent, portable and odor free. ThermaCELL utilizes allethrin, an artificial version of a natural insecticide found in chrysanthemum flowers. The lantern has a frosted globe and offers two illumination settings. The butane cartridge that powers the mosquito repellent provides 12 hours of power and is located on the interior for aesthetics and ease-of-use. The light switch is located on the base of the lantern and is powered by two AA batteries.
For more information visit www.mosquitorepellent.com.

Imray Apps for Apple iPhones
Imray and software developer Tucabo have launched the first of a series of applications to run on the Apple iPhone providing quick reference information for sailing crews.



Now available are Marine Rules and Signals and Tides Planner. Coming soon are Racing Rules (a jointly produced App with the RYA) and Navigation Theory. Other Apps are in the pipeline and will cover topics including meteorology and first aid. Following this launch, Imray plans to offer a full chart navigation program for the iPhone, all based on the successful Imray Digital Chart system, which also runs on PC computers.
Imray Apps are available from www.apple.com/uk/iphone/appstore.

—Continued from page 11 *...Caribbean Eco-News*

The IWC is scheduled to hold at least three more meetings of the Working Groups before next year's 62nd annual meeting in Morocco. Hogarth said that deliberations leading to the conference in Morocco "were going to be crucial and we therefore need the involvement of the small developing countries."
It was reported that both Japan and the United States had contributed to a special fund of up to US$100,000 to help finance the presence of the Eastern Caribbean countries at three meetings in 2008-09, including sessions in Rome and Florida.
Also at the IWC's 2009 meeting, Anthony Liverpool of Antigua was elected vice-chairman, the first person from the Caribbean to be elected to that position. For the past five years Liverpool has been Antigua & Barbuda's IWC Commissioner and also Antigua & Barbuda's non-resident Ambassador to Japan. He is a communications specialist with a Master's degree in NGO management awarded by the London School of Economics. Liverpool said, "The Commission is facing a serious challenge to find a compromise between the deeply entrenched positions of those who oppose whaling and the countries which are for sustainable use of the world's marine resources. We in the Caribbean favor the sustainable use. But there must be a compromise so that the organization can go forward."
The new IWC Chairman is a Chilean diplomat, Cristian Maquieira.

Caribbean Natural Resource Institute Wins MacArthur Award
The Caribbean Natural Resource Institute, CANARI, is among eight nonprofit organizations from five countries that on June 11th received this year's MacArthur Award for Creative and Effective Institutions.
For the past 30 years CANARI has championed participation in the cause of biodiversity conservation, built alliances among the islands and organizations of the Caribbean region and increased awareness of the coastal environment and the need to conserve it.
In addition, the organization has helped to protect watersheds, ensured a role for civil society in managing threatened natural resources, designed innovative training programmes and provided useful insights into community-based tourism, sustainable fisheries and forestry. It is currently playing a leading role in helping government and civil society in the Caribbean deal effectively with the climate change crisis the region faces. It also encourages the region's efforts to resolve conflicts between environmental and development goals.



For the past 30 years, CANARI has increased awareness of unique coastal environments like this one in Dominica

Executive Director of CANARI, Sarah McIntosh, told the regional media organization Panos Caribbean (panoscaribbean.org) that the award of US$350,000 would contribute greatly to their strategic development and help to position them for continued long-term growth and impact.

OECS Launches Biodiversity Awareness Campaign
The Organization of Eastern Caribbean States (OECS) launched its Protecting the Eastern Caribbean Region's Biodiversity Project in July. The goal of the project, known as PERB, is to raise awareness of the need to protect ecological systems as a critical issue in the Eastern Caribbean's development, especially when there are competing interests at odds with conservation and preservation.
The OECS islands form the easternmost boundary of the Caribbean region and these islands are rich in biodiversity, including terrestrial systems such as coastal and rain forests, and marine systems such as mangrove wetlands, seagrass beds and coral reefs. However, there are signs of degradation of these fragile systems and their associated species and environmental services are at risk. This degradation is, for the most part, associated with poorly planned developments, population growth, unsustainable agricultural and tourism activities, pollution and overexploitation of natural resources.
The OECS member states — Anguilla, Antigua & Barbuda, the British Virgin Islands, Dominica, Grenada, Montserrat, St. Lucia, St. Kitts & Nevis, and St. Vincent & the Grenadines — have expressed their commitment to the conservation and sustainable use of biodiversity, recognizing its importance to economic growth and the sub-region's way of life.

One Tiny Islet, 350 Kilos of Trash
On September 6th, members of Fundación La Tortuga and other volunteers collected some 350 kilos of trash from the tiny island of Quirica located in Venezuela's Mochima National Park. The most common items collected were plastic soft-drink bottles. An empty two-litre bottle weighs about 50 grams. Every week, thousands of these bottles and other plastic items are disposed of irresponsibly by boaters and beach-goers, or are washed from other waterways into the sea by heavy rains, causing an unsightly mess and endangering coastal and marine wildlife. FLT reminds us all to use less plastic, and when we do to recycle it or dispose of it properly.



A Caribbean Halloween

by Lee Kessell

The kids across the Caribbean were out trick or treating on October 31st and in a pretty, mountainous southern island a happy group was on its way, led by 12-year-old Jake. But Jake thought that going from door to door was too tame so he had a plan to liven things up. He grumbled, "I want a little adventure for a change, so I think we should challenge the jumbies in that old plantation house and give THEM a trick or two!"

Five-year-old Mags, who didn't like skeleton costumes, had on her fairy queen dress, a crown of diamonds on her head and in her hand she carried a wand, tipped with a glitter-covered star, and she didn't want to go TRICKING JUMBIES! The other girls were frightened of jumbies, too, and said so. Mags' brother Micky and some of the older boys agreed with Jake, but there was one problem: spooks were meant to ride out at midnight and they couldn't wait that long.

"Jumbies will leap out at you anytime once it's dark, so that's not a problem at all," countered Jake.

"But we need torches and stuff," was the next complaint, but Jake had come prepared.

"I've got candles and matches, so let's go."

As Jake had all the answers and the older boys were urging, "Let's go! Let's go!" the group, including the hesitant girls, followed Jake around the corner and along a lane until they came to the old plantation house. It had once been the home of a wealthy plantation owner but he had gone away and no one knew what had become of him and his family. So, in time the town had crept up almost to the front door and the once fine plantation house with a lovely garden was now just a dilapidated old ruin that should have been pulled down years ago.

The group arrived at the boarded-up front door. Jake and the boys pulled away the rotten boards and stood back. Jake lit the candles, handed them out and ordered, "All the skeletons, the hollow ghosts, the witches, anyone in a proper Halloween costume come and stand with me. We will call out the jumbies." Jake then pushed open the old doors that creaked and groaned on their rusting hinges and led the way across the threshold. All the inside walls had fallen in, the upper floor had been completely eaten by termites and the floor was filthy, but Jake stepped over the worst of it, looked back at his reluctant followers, turned again and with his arms stretched wide, shouted: "You jumbies, I challenge you to rise from the dark pits of hell and do battle with the forces of good. Show yourselves or forever lie doomed to eternal hell and damnation."

Jake thought this was a pretty good challenge and as he knew that jumbies could take any form they wished, he wondered what would appear. The first thing that happened, much to every one's terror, was that a gust of wind came roaring through the door, banging it shut and blowing all the candles out. The girls screamed and clung to each other while Jake struggled to relight his candle, but the matches wouldn't strike and then the candle was knocked from his hand. "Someone open the door!" Jake shouted. In the pitch black, some boys scrabbled to find the door and pulled on it, but the door was jammed fast.

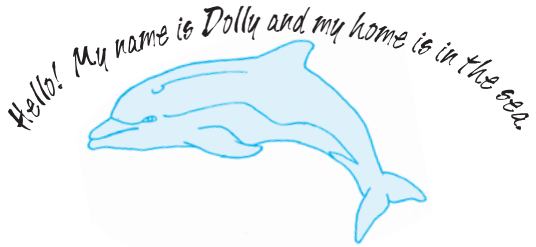
The darkness didn't last for long as it was broken by eerie green lights that began to waver round the walls. Gradually the green lights grew stronger and started to take form, first a leg, then a head, then an arm. The lights were struggling now, groaning, trying to shape themselves into entire bodies. The children wanted to run but they were paralyzed with fear. The bodies pulled grotesquely this way and that until faces emerged and they were the faces of death with gleaming purple eyes and mouths spitting fiery red blood. The jumbies were giving the CHILDREN the tricks and noiselessly chuckled to themselves. The death figures at last came together with sharp hipbones and vaporous, shrouded legs. They rested for a moment and then stretched out their arms and from their bent fingers grew saber-sharp talons. The vaporous legs pushed against the walls and the "dead" jumbies put back their heads and howled. They clawed at the old beams high above, sharpening their claws like leopards; they flew about the cavernous chamber, shrieking, dancing, and screaming fit to wake the real dead. Then the nightmare jumbie ghouls turned their glittering eyes upon the children and from their dark mouths, great fangs grew. A horrible stench of rotting flesh filled the chamber and it stung the nostrils of the children who were so frightened they couldn't move a muscle. The jumbies were having fun and were in no hurry to let the children go. They began a dance towards their victims, clashing their fanged jaws together, menacing them with their curved claws, advancing and retreating, breathing out cold poisonous vapors as they screamed and howled. Then the jumbie ghouls became tired of the game and they advanced now with death glowing in their burning eyes. They stretched out their taloned arms, they opened wide their fanged mouths, slobbering an acid saliva like mad sharks.

They had been told to stay away from the old plantation house ruin

Micky, Mags' brother who had promised his mother to take good care of his little sister, wasn't about to give in without a struggle, but what could he do? Counter-magic might work, so he urged, "Mags, use your wand, perhaps it's a magic wand!" But Mags was too small to try it, her eyes bulged and her fingers gripped the wand and that was it. So Micky grabbed his little sister and put his hand over hers and shouted in her ear. "Mags, I'll help you wave the wand, DO IT!" Little Mags, not used to Micky shouting at her, raised her arm with his and from the glitter-covered star, streams of tiny stars spun out in all directions. The stars entered the mouths of the jumbie ghouls and they shrieked with agony as the sharp tips pierced their raw throats. The stars spun in dizzying spirals, splitting the jumbie ghouls into shuddering shards of dying light, their cries and sobs and moans ebbing and flowing as the jumbies fought to win the game. The magic wand had worked and before its light could fade away the children burst into life, rushed at the door, yanked it open and ran as fast as their legs would carry them, up the shadowy lane, round the corner and into the bright lights of the street lamps. Only then did they stop to take a breath.

Of course no one would dare tell their parents that JUMBIE GHOULS had caught them, because they had been told to stay away from the old plantation house ruin. But it was a nightmare that would haunt them every time Halloween came around and from that time on they were all very happy to dress up as skeletons or fairy queens, take their bags and visit the neighbours, safely trick or treating.

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DOLLY'S DEEP SECRETS

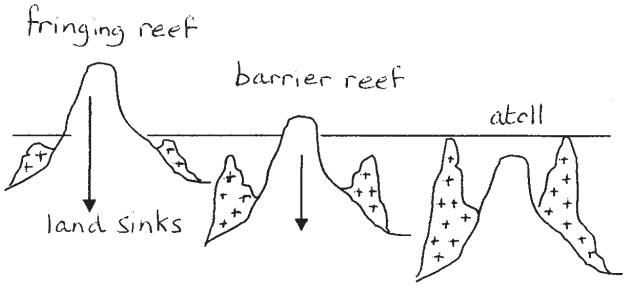
by Elaine Ollivierre

Scientists of the nineteenth century were fascinated with coral reefs. No one was really sure how coral reefs were formed, especially the ringed atolls of the Pacific. British geologist Charles Lyell put forward a theory that coral polyps were growing upwards from around the rims of extinct submarine volcanoes. As the coral grew to the surface, sand would accumulate on the top and form circular islands with deep lagoons in the centre.

When Charles Darwin made his round-the-world voyage on *HMS Beagle* in the early part of the 1800s, he studied the reefs that he saw and came to a different conclusion about how atolls were formed.

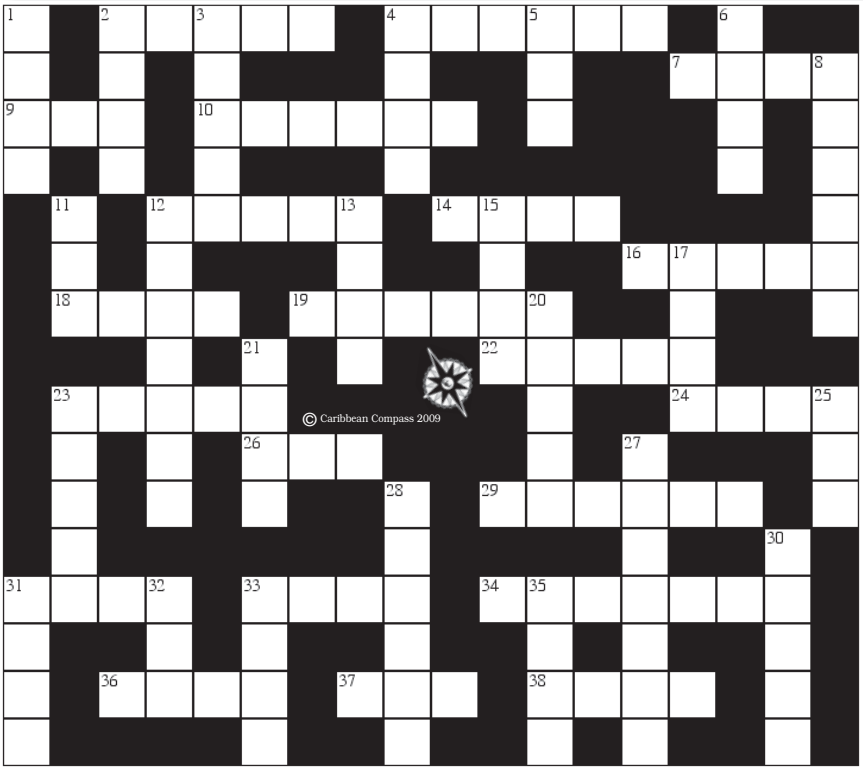
His theory was that yes, coral does continue to grow upwards from its base of coral skeletal remains. However, Darwin suggested that, at the same time, land-masses that were surrounded by fringing coral reefs could gradually subside and sink into the sea. As the land went downwards, the gap between the fringing reef and the coastline became larger. The sea would appear to be rising up onto the land. The fringing reef becomes a barrier reef. If the land mass were an island, the barrier reef would be approximately circular. Eventually, the land mass would sink below the surface of the sea and all that would be left would be the coral reef around it, a perfect atoll.

Mr. Lyell was not jealous of Darwin; in fact, he was so pleased that Darwin had formulated this new and exciting theory that he jumped for joy when he heard of it. Over a hundred years later Darwin's theory was proved right when geological core samples taken when drilling in the Pacific islands showed the earth movements that he had suggested.



ELAINE OLLIVIERRE 2008 ©

Compass Cruising Crossword



'CHAIN'

ACROSS

2) The 10 Across + 23 Across is stowed 12 Across____
4) Heavy line for kedging, towing or warping
7) Haul
9) Mean ___ water
10) Device so shaped as to grip the bottom and hold a vessel by 23 Across or rope attached
12) Beneath the 2 Across
14) What 10 Across + 23 Across was made of before the invention of 20 Down
16) Solo
18) Hotel room doors feature a 23 Across ____
19) 23 Across _____: short pieces provided with hooks for handling cargo
22) _____less 20 Down: an alloy of 14 Across and chromium
23) Subject of this puzzle
24) Let out gradually
26) ___sides: part of hull between waterline and rail
29) 23 Across_____: metal strips where lower ends of shrouds are attached to hull
31) This can be foul-weather, worm or self-steering
33) Larboard
34) Prevented from moving
36) Opposite of stern
37) The main 10 Across is housed here
38) There are 5 Down of these in a 28 Down

DOWN

1) Element in sea water that causes 23 Across to corrode
2) A vessel is 34 Across when the 10 Across is ____
3) Abrade slowly
4) Nickname for 10 Across
5) VI
6) Take this around 12 Down
8) Place where 10 Across + 23 Across is stowed
11) ___rail: sacrificial wood strip on hull
12) Large post to which mooring lines are made fast
13) Space into which a centerboard is hoisted
15) Cloths used as 3 Down + 31 Across
17) Rope
20) An alloy of 14 Across and carbon or other elements
21) When upping the 10 Across, get the 23 Across ____ the gypsy
23) Heavy rope or 23 Across used for anchoring or towing
25) Bitter ___: final link of 23 Across or last part of rope
27) 23 Across _____: clamp or slip hook to secure 10 Across + 23 Across
28) Length by which 10 Across + 23 Across is sometimes measured
30) Links can be _____ to 23 Across to make it longer
31) Wind of 34 to 63 knots
32) This can come aboard board via the 10 Across + 23 Across
33) Handy to wash mud off the 10 Across + 23 Across
35) ____rail: the rail at a ship's stern

Crossword Solution on page 33

FROM ANCHORS TO WHISTLES, A BOAT CARRIES A LOT OF SAFETY GEAR. SEE HOW MUCH YOU CAN FIND IN THIS WORD SEARCH PUZZLE BY PAULINE DOLINSKI!

KEEPING SAFE - WORD SEARCH PUZZLE

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

ANCHOR
BATTERIES
BELL
BINOCULARS
COMPASS
DROGUE
DUCT TAPE
EPIRB
EXTINGUISHER
FISHING GEAR
FLARES
FLASHLIGHT
HAT
HOOK
HORN
KNIFE
LINE
MIRROR
NET
PADDLE
PAN
PFD
POLE
PUMP
RADAR
RADIO
RAFT
RATIONS
REFLECTOR
SMOKE
SOS
SUNGLASSES
SUNSCREEN
TOOL KIT
VEST
WATER
WHISTLE

Word Search Puzzle solution on page 36



OCTOBER 2009

♈ ARIES (21 Mar - 20 Apr)
You'll be navigating between contrary currents, headwinds and surface chop. Creative efforts might be delayed by misunderstandings and disagreements. This frustrating environment could create rough weather in your love life, too, but keep your boat speed up and you'll sail through it all.

♉ TAURUS (21 Apr - 21 May)
The adverse wind has turned and the course of romance has now come upon fair weather and smooth seas. Enjoy this aspect and all the good things it will bring to your business or financial life.

♊ GEMINI (22 May - 21 Jun)
Your cruising creativity will be inspired by a romantic interest that sails into your realm around the 15th. Enjoy!

CANCER ♋ (22 Jun - 23 Jul)
It could be a bumpy month if you're not careful. Rain showers in your love life could interrupt any creative effort you are working on, so be great to your mate.

♌ LEO (24 Jul - 23 Aug)
This month starts out in the doldrums but favorable breezes will pick up on the 15th. Use this newfound energy to tackle those boat jobs you've been putting off.

♍ VIRGO (24 Aug - 23 Sep)
Use this time to finalize those business or financial plans you've been working on. Do it before the week of the 15th, when inspiration and communications will both sail over the horizon, then take a break.

♎ LIBRA (24 Sep - 23 Oct)
This will be an inspiring time, as you will hear from and be uplifted by a female friend. This new wind in your sails will have a positive effect on your creativity.

♏ SCORPIO (24 Oct - 22 Nov)
Other than a few slight squalls with crewmembers or cruising pals during the last two weeks, things will sail along smoothly this month. Fair winds!

♐ SAGITTARIUS (23 Nov - 21 Dec)
Don't get thrown off course by arguments and personal problems. Doing so will make business or financial issues even more complicated, so keep your landfall in sight.

♑ CAPRICORN (22 Dec - 20 Jan)
Your love interest will continue to brighten your days and nights, and your happiness will be a big assist to any marine-related business prospects after the 15th.

♒ AQUARIUS (21 Jan - 19 Feb)
Keeping your sense of humor's spinnaker flying may be made difficult, as the winds of creative inspiration prove reluctant after the 17th. Just hang on the hook and wait out the lulls.

♓ PISCES (20 Feb - 20 Mar)
Passing squalls in your onboard love life will make shoreside business dealings more difficult. Don't fret; the weather will improve — it always does.

Crossword Solution

ACROSS
2) DECKS
4) HAWSER
7) PULL
9) LOW
10) ANCHOR
12) BELOW
14) IRON
16) ALONE
18) BOLT
19) SLINGS
22) STAIN
23) CHAIN
24) EASE
26) TOP
29) PLATES
31) GEAR
33) PORT
34) STOPPED
36) STEM
37) BOW
38) FEET

DOWN
1) SALT
2) DOWN
3) CHAFE
4) HOOK
5) SIX
6) TURN
8) LOCKER
11) RUB
12) BOLLARD
13) WELL
15) RAGS
17) LINE
20) STEEL
21) ONTO
23) CABLE
25) END
27) STOPPER
28) FATHOM
30) ADDED
31) GALE
32) RAT
33) PUMP
35) TAFF

OFF SEASON

Island Poets

No tourists will come today;
this time of year the islands
are for the locals,
with big rum bellies
sucking goat meat from teeth
after noonday meals.

Nobody here to buy the T-shirts
sailing the market-square wind,
straining to hear Miss Quashie
and her week-old gossip to Queenie,
as nothing happen since then,
so what to do?

Taxi drivers doze in afternoon heat,
lunch weighing heavy
under almond trees.

Restaurant workers meditate
on stillness,
their only customers shooed and flapped
with hand and cloth
with an energy inspired
by long-dead gods.


JANE GIBB

Fishermen and lobstermen stay home
and fix up old cars,
play the radio loud
and lime like young boys,
while under the sea
populations boom.

The beaches are quiet and bare,
(like bank accounts this time of year)
because locals only take sea-baths
early mornings, Sundays and holidays,
and too-besides, is only white people
who need a tan.

Only the rumshop keepers
have business on their stools,
and is rum and coke with ice —
save the beers for the tourists
and the tourist season
when they come back
and the locals have to
drink on the run.

— Vanessa Simmons

parlumps marooned



FACT-OIDS



THE SKY IN OCTOBER

by Scott Welty

The Planets in October 2009

MERCURY - Begins the month rising in the morning just before the sun and then hiding in the west very near the sun by month's end.

VENUS - A bright morning star this month. Look at bright Venus rising in the early morning hours.



Looking east on October 16th at 0515 local time to view a pretty grouping of Saturn, Venus and the crescent moon

EARTH - Due to the worldwide recession, the Earth has been temporarily laid off for the month. Should return in November.

MARS - Rising about 1:00AM in the constellation Gemini early in the month. Mars then slowly slips to the east and enters Cancer late in the month, rising at about midnight.

JUPITER - October 1st: Look south. Look up. See the moon? That's bright Jupiter to the right. October 26th: Same thing, but Jupiter has slipped to the west some. Moon is just to the right of Jupiter now.

SATURN - Rising early in the morning October 1st and then becoming a "daytime" planet for the rest of the month.

Sky Events This Month

October 8th - Mercury and Saturn rise side by side. Need a clear and low eastern horizon. Look in the morning twilight maybe around 5:00 to 5:30AM.

October 4th - Full Moon

October 13th - Venus replaces Mercury as Saturn's companion again early in the morning.

October 16th - Venus (the bright one) and Saturn are joined by the pretty crescent moon just before sunrise. (See chart.)

October 18th - New Moon

October 20th through 22nd - Peak of the Orionids meteor shower (see below).

Orionids Meteor Shower

If you enjoyed the Perseids (and who didn't?) you have another chance this month to see a meteor shower. The Orionids meteor shower peaks around the 20th through 22nd this month. This one is due to the Earth passing through debris from



Looking east on October 21st at about 0100 hours to see the Orionids Meteor Shower

good old Halley's comet. It's called the Orionid because the meteors seem to come from a point (called the radiant) near the Orion constellation (see chart). Of course you may start seeing meteors before Orion even rises, so just look east after dark and keep looking!

The Andromeda Galaxy

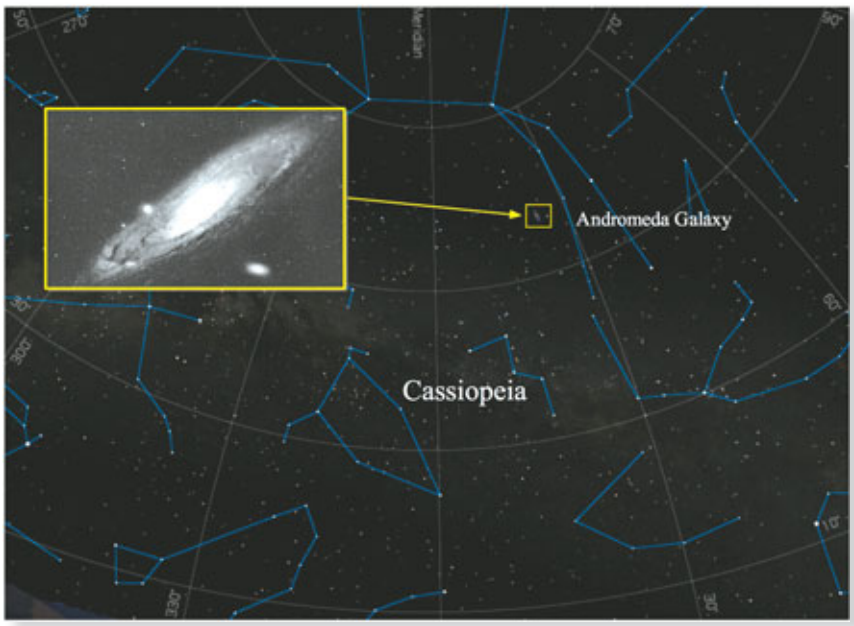
As fall goes into winter it is a great time to get a peek at the Andromeda galaxy. Pick a nice clear night with no moon and then look north after about 9:00 or 10:00PM or later. See the big "W" in the sky? That's Cassiopeia. Now look farther up from there and you should notice a small smudge in the sky. That's the Andromeda galaxy (see chart). Take a look with your binoculars and you may even see a little structure to it.

So, what exactly are you seeing? Historically this was a hot topic. Some thought that these "nebulae" were gas clouds and part of our own Milky Way galaxy. Others thought they were "island universes" similar to our own Milky Way galaxy and way far away. In 1925 Edwin Hubble, having given up his career as a prizefighter (true!), showed that, indeed, Andromeda was a mass of individual stars and that they were extremely far away! We now know that Andromeda is about 2.5 million light years away. Yeah, that's *really* far. It also contains roughly 1 trillion stars (almost as much as the US debt). You might be able to get a hint of the island galaxies that surround Andromeda. Our Milky Way galaxy has these too and we call them the Magellanic Clouds, first observed in the west by some sailor... Ferdinand something-or-other. Sorry, you have to be farther south than the Caribbean to see them.

To Contemplate While Having a Glass of Wine on Deck

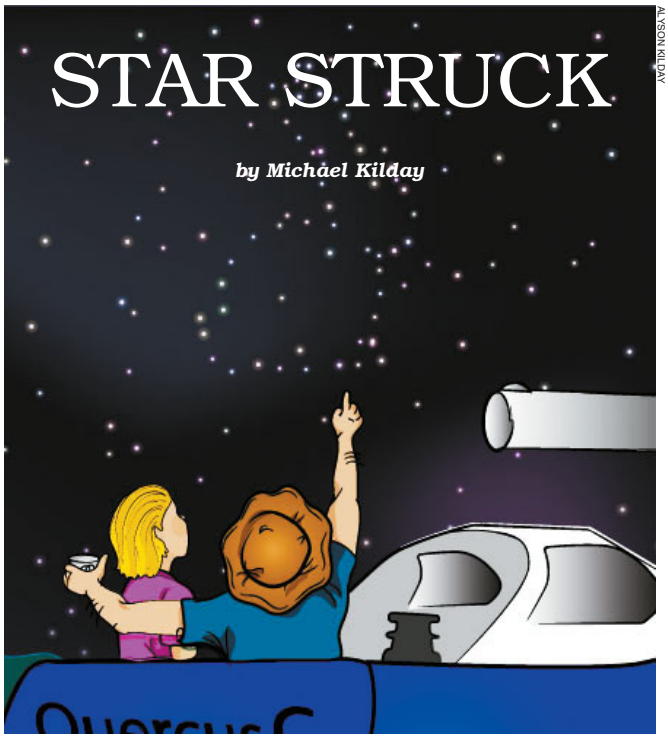
Wow, 2.5 million light years. That's far, but what's farther? What's the farthest we can see? This is the same as asking, how far back in *time* can we see? The farther you look the older the light. The universe is about 14.7 billion years old so you shouldn't be able to find anything older or farther away than that and we don't.

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



Find the big W (or is that an M?) of Cassiopeia in the northern sky. Look up from there you'll see the 'smudge' that is the Andromeda Galaxy (Photo courtesy of NASA)

I've been a sailor all my life. One of the fundamental things that sailors are supposed to possess is knowledge of the stars. I am apparently the exception that was meant to prove the rule. For me stars have always been little bits of light in the night sky that I futilely wish upon. This was a particular shortcoming when I began bluewater sailing because we only had celestial navigation to get from one place to another.



Look honey — it's The Big Bunny!

I remember taking a celestial navigation class in the 1970s. The instructor stood in front of the class pointing to a large chart of the night sky, which showed all the constellations and the key stars we were supposed to use for taking star sights. He could have just as well been pointing to the stains on the carpet for all the good his chart and explanation did me. I spent the entire four-week class trying to make a gaggle of stars look like twins, a scorpion, or a lion. The truth was I could have made anything I wanted out of those stars. Want a bunny? A seashell? A naked woman? All right, the last took some doing but the class was really boring.

Instead, I sailed across the Pacific Ocean using the only things in the heavens I could identify: the sun and the moon. And, even the moon I shot before dark so I never did need to identify a "navigational star". It is a good thing, otherwise I would probably have missed Asia.

I spent most of my night watches trying to find the Big Dipper, because if I did then I could find the Little Dipper and the North Star — a trifecta give-away. Venus didn't count since it always rose over our bow and until full dark it was like following a street lamp.

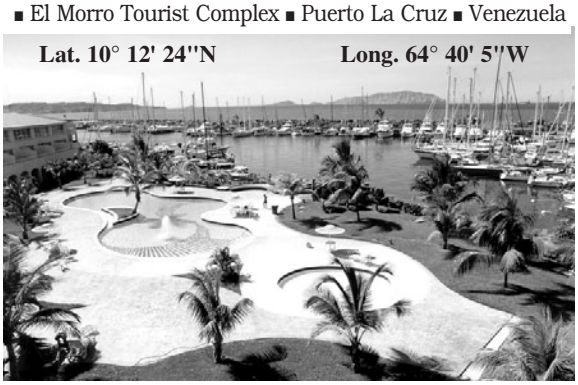
Night after night my star illiteracy haunted me. On any given night I found a hundred candidates for the Big Dipper. And later I found out the North Star is not actually due north! They could have mentioned that little fact in my celestial navigation class. Maybe they did while I was conjuring up the naked lady.

Now, many years and sea miles later, my wife and I are aboard our little cutter serenely anchored in a lovely bay in Grenada. Above us every night is a plethora of stars. Although we still have a sextant aboard, we navigate these days with GPS plotters and computers. For us the stars have become what they have always actually been for me — another pleasant after-dark pastime.

Each evening I sit in my cockpit and look up at the stars and identify the various constellations for my wife. Since she has no idea, and little interest in, which stars make which constellation and she also has nearly blind trust in my judgment (actually it is blind trust since otherwise she would never have gone offshore with me in the first place), I blithely point out various clusters of light and tell her the "name" of that constellation.

Since I once heard that Orion's Belt is near the equator I always pick out two or three stars in a straight line in the southern sky and tell her that they are Orion's Belt. For the Big Dipper, well that depends on how close we are to finishing our nightly single ration of rum and coke. If the big jelly glasses are nearly empty I just point to the sky and announce firmly, "There, can't you see it?" If we are just getting started I look at our compass, find the North Star (almost any star in the north works great for this exercise) look off at an angle and find something that looks like a bucket. And we have the Big Dipper. When she asks for the Little Dipper I tell her it is not visible in this hemisphere.

Naturally, she knows that I am making all this up. But, she doesn't spoil it because she knows how much I look forward to finding The Naked Lady. And, after all, she likes The Bunny.

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REFLECTIONS ON MT. PELÉE'S 1902 VOLCANIC ERUPTION

Part One: The Beginning

The Day the World Ended, *by Gordon Thomas and Max Morgan Witts, Scarborough House Publishers, 1991. 306 pages. ISBN 978-0812885101*

The Last Days of St. Pierre, *by Ernest Zebrowski, Rutgers University Press, 2002. 304 pages. ISBN 978-0813530413*

Many years ago, I was delighted to buy a second-hand copy of *The Day the World Ended* by Gordon Thomas and Max Morgan Witts. In those days it was hard to find a good account in English of the massive eruption of Mt. Pelée on May 8th, 1902, that destroyed the city of St. Pierre on the island of Martinique. Nowadays, with Amazon.com, it is much easier to find books, and since I had given away my copy, I bought another, and along with it Ernest Zebrowski's *The Last Days of St. Pierre*. Together they cost less than a modern paperback, and I found them far more entertaining.

Both books read like novels. For fast-paced excitement, you cannot beat *The Day the World Ended*, which is a day-by-day account, starting on the 2nd of May 1902, and ending on the 8th, that weaves into this time several strong human-interest stories. It was written in 1969, 67 years after the eruption, when the authors could still find a few people close to those times to interview. Zebrowski's book was written in 2002, and is well researched, with the author spending time in St. Pierre, but is based more on historical documents. It gives a wider perspective, detailing the eruptions that happened later that year and following in fascinating detail the voyage of George Kennan, an American who visited Martinique shortly after the eruption and couldn't wait to climb up and peer into the crater of the very active volcano (it was making load roaring sounds), as a terrified populace was still fleeing the area. He also gives more details on the almost simultaneous eruption of St. Vincent's Soufriere. Both books are based on history, but written to be popular, including invented dialogue and thoughts of their main characters.

About 30,000 people died during the eruption, around a sixth of the total population of Martinique at that time. When you think about this history, you have to start by imagining how St. Pierre was at the turn of the last century, not as it is now. Agriculture in the richly verdant north end of Martinique had, for many years, been the economic driving force of the island. It had spawned over a dozen millionaire estate owners. By 1902, agriculture's profitability was declining, though it was still hugely successful, especially in the production and shipment of rum. St. Pierre was the largest city in Martinique and one of the largest in the Caribbean. The permanent population was around 26,000 with many more temporary residents coming in to work. By comparison, Fort-de-France, the capital, had a population of about 17,000. Even Precheur, a small town to the north of St. Pierre, had a population in those days of more than 5,000, about the current population of St. Pierre today. Many more people lived in estates and villages surrounding St. Pierre than do today.



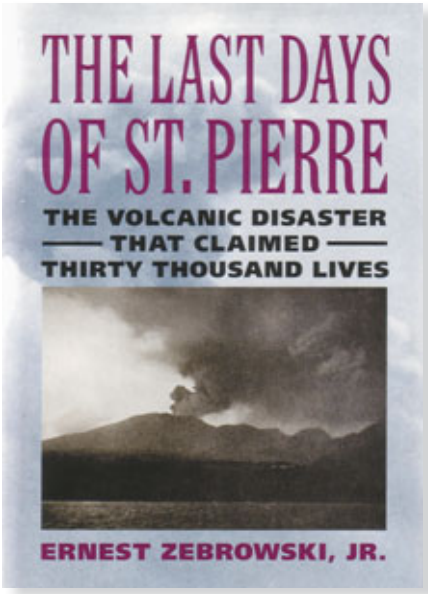
Above: On April 28th, 1902, rivers radiating from Mt. Pelée overflowed their banks, despite a complete lack of rain. The sleeping volcano had begun to stir

Right: Zebrowski's book gives a wide perspective on the event

St. Pierre, a busy, alive, and extremely attractive city, with its theater and grand parties, had been called the "Paris of the West Indies". The main artery for this city was the waterfront; nearly everything and everyone came and went by boat. The road to Fort de France was narrow and in poor condition. The same was true of the upper road through the mountains. The main and fastest connection was the regular ferry that ran between Fort-de-France and St. Pierre. By the same token, rum and agricultural products were exported, and consumer goods imported, directly by ship. When people went on vacation or business to France, they sailed on these same ships.

As May approached there were fears that the volcano was stirring, but upcoming elections had become especially important to the establishment, as black politicians were challenging the status quo. Amadée Knight, a plantation owner, supporter of workers' rights and member of the Radical Party, was already the elected senator representing Martinique in France. He was the first black man to hold this post. The upcoming election was for the French Chamber of Deputies. The first round in a three-way race had resulted in a narrow win for Fernand Clerk. Clerk, a member of the Progressive Party, had been selected because in some ways he was very liberal for the times, supporting many of the same things as Amadée Knight. It was thought this would give him a chance against the Radical Party. He was a rich white plantation owner, very much a proper family man and church member, who was aghast at the prostitution, sailors' bars and many other profitable ventures in St. Pierre, and wanted to clean them up. He was much too straitlaced for many of his peers. But he was supported by the establishment, which knew he would be easier to deal with than Louis Percin, a radical socialist who was the runner-up. Joseph Lagrosillere, the Socialist Workers candidate, had received the fewest votes and dropped out. A run-off between the two main contenders was slated for Sunday, May 11th.

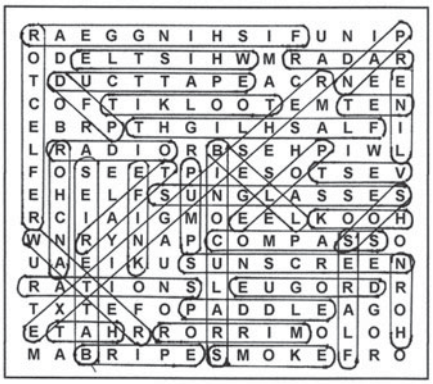
A man up to his neck in politics, who would prove quite influential over the course of this history, was Andreus Hurard, owner, editor and publisher of *Les Colonies*, the main newspaper. Hurard was determined that Fernand Clerk should win (although he was not overly fond of him personally), and made it his mission to try to stop the volcano's threat from interfering with the election.



—Continued on next page

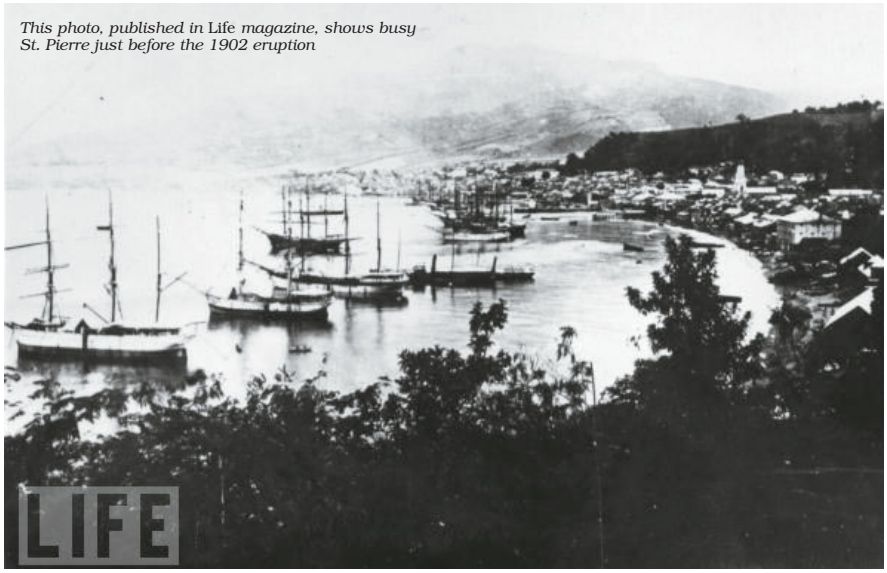


WORD SEARCH PUZZLE SOLUTION



—*Continued from previous page*

The man on whose shoulders the responsibility for the population lay was the Governor, Louis Mouttet. Mouttet was a self-made man who had married well, a career civil servant who had done his time in less desirable locations and who regarded Martinique as the place he would like to stay for the rest of his career. He had only arrived five months before the eruption and had a mixed reception. Amadée Knight snubbed him, and considered him of no importance. He found Fernand Clerk rather stiff, and was somewhat put off by his old-money upper-class status. He got on well with Andreus Hurard, who was much more relaxed and had insight into the politics and power of the colony. Had this personal chemistry between the main players been different, it is possible things might have turned out better.



This photo, published in Life *magazine, shows busy St. Pierre just before the 1902 eruption*

HULTON ARCHIVE / GETTY IMAGES

The Volcano Comes to Life

The year 1902 was not the first time in human memory Mt. Pelée had erupted. There had been a minor eruption in 1851; elderly inhabitants could remember it well. Ash covered some areas of vegetation and then the volcano became dormant again.

Subtle signs of activity started again as early as May 1901 and Professor Gaston Landes, at the Lycée in St. Pierre, and the most scientifically educated man on the island, had been watching it through his telescope, recording wisps of smoke.

By April 2nd, 1902, Mt. Pelée started belching clouds of steam and smoke, and the surrounding villages were infested with snakes, rodents, and beetles that were driven out of their mountainside habitat. A strong smell of sulfur became pervasive. On April 22nd, Landes noted some small earthquakes on his seismoscope, and the main undersea cable line to Guadeloupe broke. On April 23rd, there was a sizeable eruption, with tremors felt throughout the north end of the island, and when people awoke on April 24th, a layer of white ash covered the landscape.

In today's world this would have been plenty of warning to initiate an evacuation. However, in 1902, little was known about volcanoes. Those in Iceland and the Pacific, which had been the most studied, erupted in a fairly controlled manner, sending out a slow-moving stream of red-hot lava, which was fairly easily avoided. Although explosive pyroclastic flows of the kind we have in the Caribbean had occurred within human history, they had not been well recorded, studied, or even named. So, at this time, the population was alarmed, but not yet sure how much of a threat there was. After all, 50 years earlier, the volcano had obligingly gone back to sleep; they hoped this would happen again soon.

And for a while, things seemed to quiet down, until April 28th, when rivers started overflowing their banks, despite a complete lack of rain. On April 30th, Landes noted several more earthquakes and there were monstrous flash floods on the river Roxelane and Rivière des Pères, so sudden and severe that several washerwomen were swept away and drowned. But the volcano was still quiet and people hoped that these events had released its pressure and marked the end of the activity.

May 1st started fine and clear, then there was an eruption, followed by a fall of dust, and all was quiet again.

On May 2nd there was an eruption accompanied by heavy rain. Zebrowski reports that ash fell so thickly in Precheur that the townspeople had to light lamps to see. Thomas and Witts relate that on this day Laveniere, in his estate four miles south of St. Pierre, was swept away in a violent river overflow characterized by a lot of volcanic mud.

The volcano erupted with even more force on May 3rd, with violent earth tremors and bright lightning. The village of Morne Rouge was ankle deep in mud and the priest, Father Mary, had his flock in the church praying. The ashfall reached Fort-de-France and, according to Zebrowski, Mouttet took the regular ferry to St. Pierre and then chartered a small boat to visit Precheur. He found some houses with roofs collapsing under the weight of ash, and a panicked population. He did his best to reassure them, promising that, if things got worse, he would evacuate them. He sent a telegram to the Colonial ministry in Paris, alerting them to the eruption. Many people living in outlying areas under the volcano abandoned their houses and fled to St. Pierre, swelling the city's population.

At this point, Fernand Clerk started his efforts to persuade people that they should evacuate St. Pierre, that it was crazy to stay. Just after noon on May 3rd he assembled 12 of the town's most influential people and put his case to them. They thought he was mad. Evacuation was insane. How could it be done? Where would people go? Think of the interruption to commerce. In any case, said the detractors, there were enough valleys between the crater and St. Pierre that there was no way for any lava to reach the town.

Amadée Knight, not wanting to side with his political opponent, went around telling people that the volcano would only quiet down when they voted the white progressive party out of power. That sounds nuts, but when I sat for a week in St. Vincent watching the volcano erupt in 1979, I remember hearing one of the clergy telling people on a radio program that God sent the eruption because they had not been attending church often enough, so people do say these things.

Meanwhile *Les Colonies* published an upbeat special edition written by Hurard, which started, "Yesterday the people of St. Pierre were treated to a grandiose spectacle in the majesty of the smoking volcano…" He let it be known that he thought there was no risk to people in the town, and that they should welcome refugees from the hills. He finished by saying that his reporters had to postpone a planned trip to the crater, but would reschedule as soon as possible.

On Sunday, May 4th, people in St. Pierre observed hundreds of dead birds. The volcano had been rumbling all night, and ash reached Fort-de-France. Governor Mouttet knew he would have to somehow take the situation in hand. Evacuating St. Pierre would be almost impossible. There were not enough boats to take everyone away, and the road would not take sustained heavy carriage traffic. The healthy could walk out, but they would have to leave their possessions behind where they would be subject to looting, and there was no practical way to move the infirm. Fort-de-France, with its population of 17,000, could not accommodate 30,000 refugees. As a first step, Mouttet decided to organize a commission of experts to assess the risk. The committee was quite sanely put together. It included Professor Landes and two other professors, the chief artillery officer who could figure out how far rocks could be thrown, and the head pharmacist who might know of toxic risks. There was only one problem; none of them really knew anything about volcanoes. At that time, no one did.

In St. Pierre's cathedral that Sunday morning, the acting head of the Catholic Church, Monseigneur Gabriel Parel (the bishop was on a retreat in France), announced to the public that the commission was on its way, and that if they had enough faith in God, God would keep them safe. Clerk felt particularly discouraged in his attempt to persuade the populace to evacuate — they seemed to have gone mad and refused to realize the danger. He had hoped, having failed to rally the civic leaders, that the Church might help, but to no avail. He decided to get out of St. Pierre with his family and go to his estate in Parnasse. However, at his home in St. Pierre he was met by several friends who were fleeing the volcano and begged to stay with him. He decided to stay for the time being.

The influx of refugees was also causing problems with robberies and general unrest. The telegraph cable to Dominica broke.

Next month, Part Two: Disaster After Disaster



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Onboard Pasta with Panache

Tide's Table

by Ross Mavis

Even though it is now disputed whether or not Marco Polo introduced pasta to Italy from China, the Italians are certainly the undisputed greatest consumers of these fancy carbohydrates. Although noodles of various kinds are eaten in many different countries of the world, Italy has several hundred different pasta shapes, sizes, thicknesses and colours.

The most popular and well known are undoubtedly macaroni and spaghetti. There are also dozens of fancy pastas in the shape of seashells (conchiglie), bows (farfalle) corkscrews (rotelli) and various tubes and spirals. The word pasta means paste in Italian and refers to the dough made with durum wheat flour or semolina and either water or milk. Sometimes eggs are used. Some pastas, such as ravioli and tortellini, have fillings. Cannelloni and rigatoni tubes have open ends and are filled with savory stuffings of various kinds.

Fresh pasta requires less cooking time and is perishable, requiring refrigeration if stored before being cooked. Dried pasta of all types can be kept unrefrigerated indefinitely if kept dry and in a sealed container. Pasta is the perfect carbohydrate to have on board.

Both vegetarians and carnivores alike can enjoy pasta depending on the sauces or fillings used. The general rule of thumb for saucing pasta is to use a light sauce on delicate, light pasta such as angel hair noodles and a heavier sauce for sturdier pasta. Thick heavy meat sauces can be used successfully on lasagna or filled cannelloni.



Fresh herbs such as oregano, basil, thyme and rosemary are a fragrant addition to the blandness of pasta. These can be incorporated right into the dough itself or used as part of the sauce or filling.

A simple, fresh pasta dough can be made by hand with 2 Cups of flour and 3 eggs. Durum flour is best as it has a higher gluten content than regular flour. The flour should be sifted onto a clean surface and formed into a small pile. Make a well or indentation in the flour and add the three eggs. Gradually incorporate the eggs into the flour using your fingers. Here's where the hard work happens — knead the dough for about 10 minutes until it is smooth and elastic. Cover the dough and let both it and you rest for about 20 minutes. This is a great time to have a glass of your favorite red wine or a cold beer.

The dough can then be rolled into the desired thickness, about 1/8 inch thick, on a floured surface with a rolling pin. Cut into strips for noodles or sheets for lasagna.

When confined to a wharf or marina for a week or two, I'll sometimes make pasta to relieve the boredom. Every clothes hanger aboard is used to hang strips of fresh pasta for drying. It's after a session like this that a fettuccini feast is the natural choice for supper.

Cooking fresh pasta is a breeze. Bring a large pot of fresh water to the boil on your cook top. Should your water source be somewhat alkaline or hard, as can be found in some locations, a small amount of lemon juice put into the water will improve cooking. Add noodles to the boiling water and a teaspoon or two of cooking oil. The addition of oil has two effects. Firstly it eases the action of the boiling water and secondly adds a light coating of oil to each piece of pasta as they are lifted through it. This will also reduce the chance of the pasta sticking together.

Salt the water slightly and stir pasta as it boils. Don't cover the pot with a lid as it will surely boil over. Cook pasta *al dente*, meaning that you stop the cooking while the noodles are still slightly chewy in the center. With fresh pasta, this usually takes only two or three minutes. Drain well.

Have your favorite sauce ready, or simply toss freshly drained hot noodles with a good olive oil, fresh herbs if available, diced tomatoes and salt and pepper. Now that's called good.

Ciao!

BASIL — THE ROYAL HERB

With a warm, fresh flavor and smell, basil is one of the world's most widely grown and used herbs. It is one plant that can easily survive growing in a pot in your cockpit or galley. I use it especially when I experiment with Italian and Asian recipes.

This herb is related to mint and there are more than 60 varieties with various tastes and colors, with names like sweet, mammoth, dark opal, cinnamon and licorice. The leaves used in cooking can be green, reddish, or purple.

The name basil is from the ancient Greek word meaning royal; its medicinal uses made the herb noble. Ancient Egyptians used basil as an ingredient for preserving mummies. East Indians respect basil as a sign of generosity, and Italians think of it as a symbol of love.

Basil rapidly loses its flavor when picked and is not well preserved by drying or refrigeration. (Note: One-half ounce of fresh basil leaves equals one Cup of chopped fresh basil. When substituting dried for fresh, triple the amount.) It is a great addition to any garden, afloat or ashore. It is easily grown in pots, and if placed near a window or hatch it will deter flies and mosquitoes. Basil needs loose soil and occasional water. It is very easy to grow from seed. Once it has about eight leaves, literally pinch off the top of the plant between your thumb and forefinger. This will stunt the plant's upward growth and force it to grow more leaves. The pinching will also keep the plant alive longer as it will delay flowering.

Basil has very few calories and is a good source of vitamins A, C and K, magnesium and potassium. This herb improves blood circulation by fighting "bad" cholesterol, while reducing the chance of irregular heartbeats. A basil leaf will relieve the pain of a mouth ulcer and basil tea will soothe sore gums. Basil tea is also a soothing remedy for arthritis or rheumatism.

Fresh basil is a requirement for most chefs, especially in Italian cuisine. Its goes well with tomatoes, onions, garlic and oregano, which are the basic Italian seasonings. It is also a great addition to a stir-fry, and vegetable dishes with eggplant, cabbage or peppers. To get the best flavor from basil, add the fresh leaves towards the end of cooking.

For a good, easy sauce for fish just mix minced basil leaves with mayonnaise.

Basic Pesto

1/3 Cup fresh basil leaves
1/2 Cup olive oil
2 cloves of garlic, pounded
1/2 Cup pine nuts
3/4 Cup grated Parmesan cheese
pinch salt
(One leaf of chadon bene can be added to vary taste)

Put basil leaves in blender and chop, while gradually adding oil and garlic. Add pine nuts slowly and continue processing until everything is a thick cream. Add cheese and salt and mix. Use it as a pasta topping with about two tablespoons of pesto per person.

Pesto can be made in volume and frozen, but in that case don't add the cheese until you are ready to prepare a meal.

Herbed Egg-and-Veggie Pie



1 large onion chopped fine
2 cloves garlic, minced
3 Cups thinly sliced cabbage
1/2 pound mushrooms, sliced
1 Cup chopped basil leaves
1/2 teaspoon marjoram
1/2 teaspoon tarragon
1/4 Cup cream cheese, softened
pre-made pie crusts (one top and one bottom)
4 hard-boiled eggs, sliced
1/2 teaspoon fresh dill, chopped
salt and spice to taste
1 egg, beaten

Coat a large frying pan with oil and sauté onions and garlic. Add cabbage and mushrooms and simmer for about 20 minutes. Stir in basil, marjoram and tarragon. Allow mixture to cool.

Spread the softened cream cheese in bottom of piecrust and arrange a layer of sliced hard-boiled eggs over the cheese. Cover with cooled cabbage, onion, and mushrooms. Sprinkle with dill and cover with second piecrust. Make cuts in the top crust to let steam escape, and brush with beaten egg. Bake at 350°F for half an hour. Serve when cool.

Tremendous Tomatoes

6 medium to large fresh tomatoes
1 avocado
1/2 Cup fresh basil leaves, chopped fine (or 2 Tablespoons dried basil)
1 medium onion, chopped fine
1 Cup grated cheddar cheese
1/4 teaspoon oregano

Halve tomatoes and place cut side up in a baking dish. They should fit fairly snugly. Peel avocado, remove seed and chop flesh. Cover tomatoes with mixture of avocado, basil, onion and cheese. Sprinkle with oregano and broil in oven or on barbecue grill (covered) for five minutes. Serve hot.

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Dear *Compass*,

Regarding the excellent article about Morris Nicholson by Julie Lea in the August issue of *Compass*, I'd like to share a wonderful little anecdote.

I brokered the insurance on *Eleuthera*, the yacht Morris skippered in the Caribbean for owner Gus Koven, for about 20 years. Then Morris said to me one day, "Don, I am sorry but I am afraid you are going to lose the insurance. *Eleuthera* is going to be sold as Mr. Koven is getting too old to sail her."

A week later I was at the New York Yacht Club having lunch with my publisher, Eric Swenson, when Mr. Koven came over to our table and said, "I am sorry, Don, but you will probably be losing the insurance on *Eleuthera*. We are having to sell her because Morris is getting to old to sail her."

Gus and Morris were an owner and skipper who had been together for a lifetime, something that so seldom happens in the yachting world.

D.M. Street Jr.
Iolaire

Dear *Compass*,

In the September issue of *Compass* there was a truly amazing article, "Chartering from a Crew's Point of View" by Arlene Walrond. Here was an article by a crewmember who enjoyed the chartering experience. I was completely startled. I had never before read an article where the crew did anything but bitch and berate the clients. I have always wondered why, if a person feels the clients are such bores, does he or she not find other work. I suspect that Arlene's clients returned home happy and would recommend her boat to friends.

Which brings me to another wonder: why do some yachts for charter not have water makers, therefore needing "water police"? I have read several times in articles about the clients using *sooo* much water. I am sure most clients are not "hardcore sailors" but people on vacation who enjoy sailing in a beautiful setting. I can just imagine the word-of-mouth advertising from a customer who returns home complaining about not being able to wash his undergarments but once a week.

On water makers I can offer a few suggestions that may help. I use mine a lot, and my experience may help someone. First, the heart of any water maker is the pump, not the membrane. Membranes normally go out slowly and there should be at least two so if there is a sudden failure the good product water can be routed to the tank. This is usually a very easy procedure.

When evaluating a pump, go for the most titanium possible. Just as you don't use 304 stainless on the deck but use 316 or 316L, if possible, don't use stainless in the pump. I use a Wanner diaphragm pump with titanium valve seats and springs turning at 1,200 rpm. I prefer direct drive rather than belt. I have had two operate in excess of 35,000 hours without failure. Look for a flexible coupling and not a direct sleeve from pump to motor, as these tend to freeze together. I find Cat pumps may be driven like this when in a direct drive application. I try to follow most manufacturers' recommendation of flushing the machine with product water (never use shore water as it may contain chlorine) if laying it up for more than a week.

All the best,
George Townsend
F/V Lovely Lisa

Dear *Compass*,

I'm compelled to respond to the letter by Judi Lebeau in the September edition. Like her, I enjoy reading the letters in the *Compass* with all their different points of view. I must protest, however, when she refers to cruisers who "sail into local waters, enjoy all that is there (for free), maybe buy a T-shirt and then sail away". Maybe there are a few such cruising cheapskates, but the famous ECLAC study of 2003 proves that yacht visitors as a rule spend plenty in the islands they visit. Even in Ms. Lebeau's St. Vincent, where spending levels are lower than in places such as the BVI or Trinidad (mainly due to lack of big-ticket spending opportunities on St. Vincent, I might add, not to cruisers' cheapness), sailing people outspend cruise ship tourists. She seems to feel that cruisers should merely be "tolerated" by locals, yet it is cruise ship passengers, in fact, who enjoy a lot for free and maybe buy a T-shirt, if they even go ashore at all.

A recent UPI news report says, "Larger numbers of tourists [are] confined to the ever larger cruise ships that bring them to the Caribbean... Operators of cruise liners are seeing new opportunities in offering well-heeled customers self-contained floating cities... In most cases passengers are warned they [go ashore] at their own risk, and many don't, industry sources said... the ships themselves are direct competition for the Caribbean destinations at which they will call."

In contrast, my partner and I are not wild spenders, but on our last trip ashore we bought groceries, postage stamps, gas for the outboard, propane for the stove, an hour of internet time and a new socket wrench set, and we also had lunch at a restaurant and used a taxi. Yachts are not direct competition for Caribbean destinations, they are a boon for them.

Perhaps Ms. Lebeau is a landlubber and has confused cruise ship passengers with yacht visitors. But she and others in St. Vincent who really believe that cruisers are freeloading bums should realize that, according to the ECLAC study, yacht visitor expenditure contributes between US$8 and US$10 million annually in direct revenue to your country's local economy. Tolerate that.

John Duran
S/V Mighty Mouse

Dear *Compass*,

We really shouldn't tell anybody. We spent the summer hurricane season (so far this year, a non-hurricane season) mainly in Venezuela's offshore islands. It was cruising heaven. We were surprised how few other cruisers, mostly French, we encountered. We sailed from Grenada to Los Testigos, Margarita (we much preferred Juangriego to Porlamar), Blanquilla, Tortuga, Los Roques, Las Aves and then Bonaire. Our mid-size catamaran was the perfect vehicle. Doyle's guide was very helpful. A water maker is a must. Be well provisioned. Don't forget good snorkel gear because you'll spend lots of time in the water.

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Letter of the Month

Dear *Compass*,

I do not share the *Caribbean Compass's* enthusiasm for the IGY move to appoint an ambassador to represent yachting in the Southern Caribbean. It is counterproductive and has the potential to cause serious damage to yachting as we know it.

We have already seen what happens when foreign-based marina developers move into the Caribbean. These for-profit organizations have used their vast resources and influence to lobby and obtain concessions from local governments to restrict or ban anchoring in the waters near their marinas (e.g. St. George's Lagoon, Grenada; Marigot Bay, St. Lucia; and in the lagoon at the IGY Rodney Bay Marina). The developers of the Isle de Sol marina (now operated by IGY) in St. Maarten were responsible for the widening of the bridge into Simpson Bay Lagoon and the subsequent fees for anchoring that are used to pay for the bridge widening. (Ironically, the president of the St. Maarten trade association who is now critical of the fees [*Compass* July, 2009] was very much in favor of them initially when he was the project manager of the development. Interestingly, he is now an employee of IGY and was instrumental in the developments in Rodney Bay.)

And, now, IGY is suggesting that they be in charge of determining what is best for yachting in the Caribbean.

The naming of Cuthbert Didier as their ambassador should raise some concerns. In the interview in the August issue of *Compass*, Mr. Didier spoke of the ECLAC study of 2001* for which he served as a consultant and did several "ground breaking studies". Mr. Didier was only one of many who worked on the ECLAC study; it was a collaborative effort on the part of many people from all of the islands whose objective was to develop a sustainable yachting sector that satisfies the needs of the customer while providing maximum benefits to the local populations.

Overall, the report that resulted from the study was a good start as a blueprint on what needs to be done to enhance yachting. A number of items in the report could be categorized as "strategic", including the creation of a region-wide association to represent yachting, along with the need to collect more data on yachting and the yachting tourist, and the need to raise the public's awareness of the benefits of yachting.

The ECLAC study recommended the creation of a regional private-sector marine trade association and the formation of marine trade associations on the islands where they did not already exist, with the implied mandate to implement further the findings within. As a result, additional island trade associations were formed, and the region-wide Caribbean Marine Association (CMA) was created. In St. Lucia, the Marine Industries Association of St. Lucia of St. Lucia (MIASL) includes most of the marine businesses of the island. However, Mr. Didier and his employer, IGY, have yet to join the organization.

Why is this? Perhaps Mr. Didier does not agree with the current leadership of MIASL and feels that he is better equipped to address and solve the yachting issues in the Caribbean than is MIASL? Or, is it because he does not support the ECLAC recommendations?

It makes sense to this writer that the problems and issues facing yachting would be better solved by a united effort rather than having a maverick or maverick organization promoting their own personal interests. IGY is a for-profit concern responsible to their investors, and Mr. Didier is an employee of IGY. I am sure that Mr. Didier is a fine man, but how can the yachting community trust that he will be acting in their best interests when he is receiving a paycheck from IGY?

Unfortunately, after all the publicity that accompanied the release of the ECLAC report in 2004, it seems to have been forgotten, and the CMA has pursued other agendas. It would be in the best interests of yachting for CMA to go back to basics, review and, where necessary, update the initial findings, and develop a prioritized plan to implement the ECLAC recommendations. Five years have already passed and it is time to start.

It is difficult enough for the trade associations to get approval and support for their initiatives without having a splinter organization with its many resources working from a separate agenda. It is time for IGY Rodney Bay to join MIASL and CMA. For the betterment of yachting in the Caribbean and to realize the objective of the ECLAC study, IGY should abandon their plan to have their own ambassador in the Caribbean and work within the established structure to enhance the yachting experience for all and to maximum benefits to the people of the islands.

I am not interested in having IGY with its own profit-oriented objectives speak for my interests. I believe that it would be much better to have an organization that is comprised of a team representing the interests of all the Eastern Caribbean and members of the organization that is representing yachting interests in the Caribbean (i.e., the CMA or the local island trade associations) as our yachting advocate. The Caribbean Marine Association was created for that purpose.

John Pompa
S/V Second Millennium
Boston, Massachusetts

* The ECLAC report "Yachting in the Eastern Caribbean" was published in January 2004 and can be found by doing a Google search using the keywords: ECLAC Yachting "A Regional Overview". ECLAC studies for individual islands can be found by using the keywords ECLAC "The Yachting Sector" and an island's name.

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CALENDAR

OCTOBER

4	FULL MOON
4 - 10	42nd Bonaire International Sailing Regatta. www.bonaireregatta.org
5	Thanksgiving Day. Public holiday in St. Lucia
10	War of 1868 Anniversary. Public holiday in Cuba
12	Public holiday in The Bahamas (National Heroes Day), Bermuda (National Heroes Day), Belize (Pan American Day), Puerto Rico, USVI and Turks & Caicos (Columbus Day)
15	Jounen Kweyol Entenasyonnal (International Creole Day), St. Lucia
17	Public holiday in Guyana (Diwali) and Haiti (Death of Dessalines)
17	Feast of La Marguerite. St Lucia. Cultural folk festival
18	Divali. Public holiday in Trinidad & Tobago
19	Public holiday in Jamaica (National Heroes Day) and BVI (St. Ursula's Day)
19	USVI Hurricane Thanksgiving Day (Public holiday in USVI if no hurricanes occurred)
21	Antillean Day. Public holiday in Netherlands Antilles
24	United Nations' Day. Public holiday in Haiti
24	International Human Rights Day. Public holiday in Turks & Caicos
25	Thanksgiving Day. Public holiday in Grenada. Boat races
27	Independence Day. Public holiday in St. Vincent & the Grenadines. Local boat races in Bequia
30 - 31	12th Annual Foxy's Cat Fight multihull regatta, Jost Van Dyke. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
30 – 1 Nov	Triskell Cup Regatta, Guadeloupe. www.triskellcup.com
30 – 1 Nov	World Creole Music Festival, Dominica. www.wcmfdominica.com

NOVEMBER

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

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

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WHAT'S ON MY MIND

Whining About the Beaten Track

by Don Street

I'm tired of hearing cruisers whine about overcrowded anchorages in the Eastern Caribbean. Why complain that the track is beaten when you never get off the beaten track? Those with a good boat of not too deep draft, good eyeball navigation skills, weather sense and no herd mentality can find plenty of solitude.

For example, if you've spent the hurricane season in the south and are heading up the island chain, after leaving Tyrrel Bay in Carriacou head south and east and anchor off Saline Island, using a Bahamian moor because of the reversing tide. Then head up the east coast of Carriacou behind the reef. (When passing Point St. Hilaire go dead slow and check the depth. The last time I was there, there were eight feet of water, but that was a few years ago.) Anchor and go ashore at Windward to see local schooners and sloops being built or repaired.

Then sail to Frigate Island, which is attached to Union Island by a low causeway. There might be one or two other boats there.

LOULOUNE



At Mayreau, eyeball your way up the EAST side behind the reef in good light and anchor in sand. It's just as good as the Tobago Cays, and no other boats! Use chart Imray-Iolaire B311.

If the weather is calm and settled, you can anchor at Landing Bay on uninhabited Balliceaux. From there, head to windward of St. Vincent direct to Vieux Fort, St. Lucia. (This is no good in winter when the wind is north of east, but if the wind is east it is okay, and if a little south of east it's a nice reach.)

The east coast of Martinique is seldom visited by yachts. Use Imray-Iolaire chart A301 as the Martinique chart A30 is of such a scale it does not give detail enough to really explore. Also there is a locally produced guide that is excellent.

On to the Saintes, where Terre-de-Bas is much quieter than Terre-de-Haut and has excellent, unpretentious restaurants. If the wind is in the southeast and anchorage in Terre-de-Bas not good, anchor in Terre-de-Haut by Sugar Loaf and dinghy across to Terre-de-Bas.

These are just a few examples. There are many more uncrowded anchorages to be discovered as you proceed north. But by now you might be ready for some company!

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Guadeloupe



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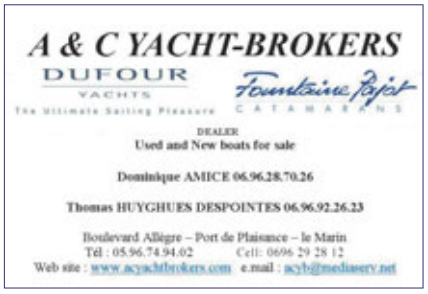




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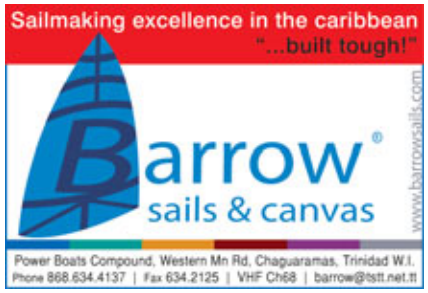




St. Maarten



Trinidad



Trinidad











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WHAT'S ON MY MIND

MAN OVERBOARD!

by Tina Dreffin

A day at sea sailing restores the soul. I desperately needed soul repair.

It all started early one morning. "It's going to become miserable in the Dominican Republic," lamented Chris Parker during his morning SSB weather broadcast. "He failed to say how bad it would get!" my husband, Peter, added later. When the gnarly sub-tropical, sub-human ridge of low pressure descended upon the big island, it brought downpours of biblical proportions. Bay waters in Samana around *Scud*, our St. Francis 44 catamaran, turned red from mountain run-off. We filled our 200-gallon water tanks from the first downpour. Everything grew wet: towels, sheets (who left that hatch open!), and me. My soul grew limp and drippy.

So when clear blue skies replaced bruised altostratus, we launched ourselves into the Mona Passage bound for the Virgin Islands. The earthy smell of wood smoke rode the morning sea breeze, triggering fond memories of Samana, but as much as we loved the Dominican Republic, it was time to push east. The thorny path had grown prickly.

Jimmy Buffet does wonders to the weary soul. Crank him up, and his lyrics take you away. Since it was my turn at the helm, I chose the tunes. "Changes in Latitudes" became "Changes in Longitudes". Steering with my toes, I clapped my hands. My hair streamed behind me in the light breeze, and I let loose. Belting out lyrics of "afraid we would go insane," I felt renewed, perky and sassy.

Over my show in the cockpit, I caught phrases of an on-going discussion coming from the main salon between Peter and our son, Adam — a speed-demon at heart. "Why are we going so slowly? Scud should be slicing through these swells at least two knots faster!" he said. They poked their heads into the cockpit. I was jolted out of my reverie when Peter shouted, "Babe, what's that THING behind you!" I thought he was kidding, but then his brows furrowed, and I grew alarmed. I turned around in the captain's chair for a peek, and then screamed. "Where did — how did — what the — !" Attached to our boat was a double football field length of tangled mass of polypropylene line studded with cola bottles and other trash.



Adam and I quickly collapsed the genoa, while Peter stripped, donned mask and snorkel, and grabbed his trusty rigging knife. He plunged overboard into the depths of the Mona Passage. I cried, "Babe, tie this rope…!" but my words were cut short when his head disappeared beneath our twin hulls. "My beloved is overboard!" I wailed in my mind.

Adam leaned over the side, trying to ascertain if the mass was entangled around one of the props or the saildrives. He guided his dad between the hulls, while I steadied the helm. Even without sails up, *Scud* can move through a sea like a steeplechase steed, being a performance cruising cat. The big swells, remnants of the low, worried me. I couldn't see Peter. Minutes dragged by like hours. I wanted a rifle, in case any sharks were lurking around. I felt ashamed of not noticing the problem and avoiding it. Peter could be hit by a prop; myriad things could go wrong.

Suddenly, Adam shouted, "Start the engines; go reverse!" I complied mutely.

"We're free!" Adam shouted. He dashed across the decks to locate his dad in the water. When Peter clambered aboard, I hugged him fiercely. "Sorry, babe. My fault," I said earnestly. "That mass just appeared out of nowhere suddenly!" (Or an hour ago? I don't know! Jimmy and I were checked out.)



Above: Peter grabbed his trusty rigging knife and plunged overboard
Inset: Part of the enormous snarl of polypropylene line that had captured Scud

We piled the thick, heavy line onboard; plastic bottles and a large span of netting were attached. The heap would all be properly dumped ashore: it was a death trap for sealife. Earlier, we were thrilled to observe the humpbacks in the Turks & Caicos breach alongside the boat as they migrated to their calving grounds in the Dominican Republic. A young calf could easily become entangled.

Nothing is worse on *Scud* than a poor lookout. I'd been BUSTED. I made a mental note to play more sepulchral tunes when on watch. Jimmy would understand. But then a thought came to me, as I messed about in the galley for something special to appease the crew. By snagging the mess, I had possibly rescued a young whale from death.

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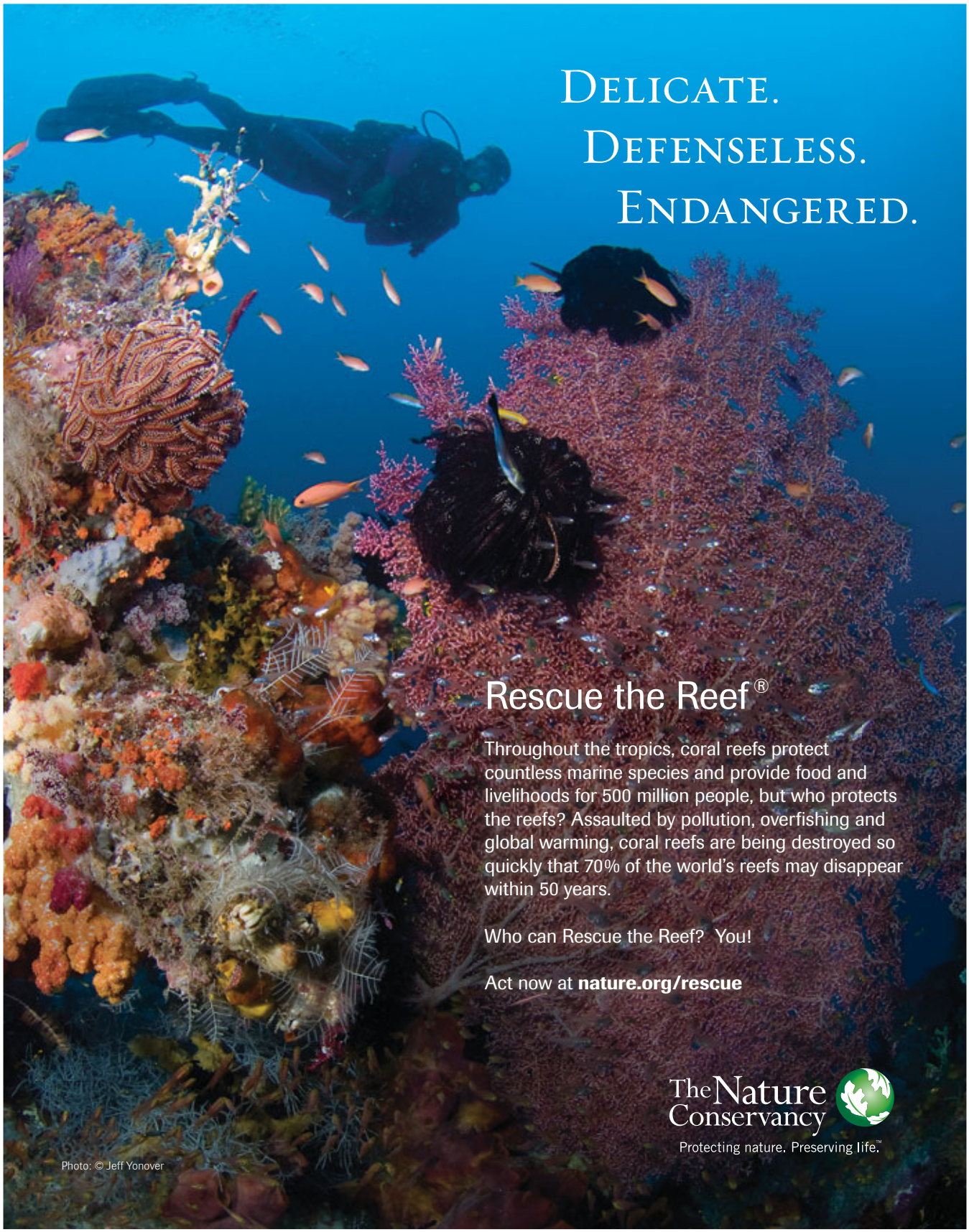
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