



President CARY LEE BYERLEY
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Yippee hurricane season is coming to an end and the temperature is getting cooler and cooler by the day.

On October 22 & 23 in St.Maarten we have a very successful AGM and Regatta Organisers Conference. Thank you to everyone that came and a big thank to all the energy that everyone gave to the

meeting.

Once again if you could not make it this year, please try and come next year, it will be held at the same time.

I would like to thank all the people that were on the past board, without the help that you gave, CSA would not be able to move forward and continue to grow. I would like to give a big thank you to Chris Martin who has for many years been the treasurer, not always an easy job. Thank you Chris for all that you did.

I would like to say congratulations to the new CSA board and hope that we will be able to keep all the energy going that was felt in the meeting and put in to effect many of the plans that were discussed at the meeting.

The new board for 2011 - 2012 are:

President:	Cary Byerley	St.Maarten
VP North:	Peter Holmberg	St.Thomas
VP South:	Penny McIntyre	Barbados
VP Spanish:	Xavier Lomba	Dominican Republic
VP French:	Alexandre Thevenet	Guadeloupe
Treasurer & Secretary:	Kathy Lammers	Antigua
Public Relations:	Alison Sly-Adams	Antigua
Chief Measurer:	Jeffrey Chen	Trinidad (will be retiring)
Secretariat:	Petra Gilders	St.Maarten
Technical Data:	Paul Miller	St.Maarten / UK
Caribbean Dinghy Championships:	Penny McIntyre	



Mark your Calendars!

Regatta Organisers Conference and AGM

OCTOBER 20 and 21, 2012

Caribbean Season starts—and Antigua is ready!



Whilst Europe and other sailing destinations in the world are in the twilight of their season, the Caribbean has just started warming up. The Atlantic Rally for Cruisers is sold out yet again with over 200 yachts and boasts a record fleet in the racing division. Many of these yachts will be competing at the oldest and most prestigious regatta in the Caribbean, Antigua Sailing Week, and to encourage more, there is a fantastic prize on offer to early entries for Antigua Sailing Week 2012.

One of the earliest confirmed entries was Jorge Heinritz's magnificent Drumfire, winner of the Superyacht Cup Palma 2011. The Hoek-designed 80' Classic is set to be joined by several other wonderful yachts. Peter Harrison's Farr 115, Sojana, holder of the Lord Nelson Trophy plans to be back to defend her title and owners of the Oyster 82, Starry Night of the Caribbean have announced their intention to enter and it is expected that other impressive examples of the Oyster fleet will join them in the big boat division.

For decades Antigua Sailing Week has played host to impressive Swans and Dutch Swan 42, Sail-Sation was the first Swan to enter for the next edition, followed by Swan 51, Northern Child, skippered by Christian Reynolds.

"We have a full complement of guests for the ARC to start our Caribbean adventure and there is no way we are going to miss Antigua Sailing Week. It is one of the best loved and well known regattas anywhere in the world and the climax of the Caribbean season - you just can't find sailing conditions like it elsewhere and the standard of the competition is better than any other Caribbean regatta. After racing there is so much fun to be had ashore. It is without doubt our favourite regatta and we wouldn't miss it for the world. Antigua Sailing Week is the grand finale of the Caribbean season and Northern Child and the crew are looking forward to making it a really memorable event for our guests." <http://www.antiguanice.com/v2/client.php?id=591&news=2825>



Caribbean Sailors Dominates US High School and College Sailing

Over the past few years college coaches from the US are watching Caribbean sailors very closely as they have learned a fast way to a collegiate championship is to recruit sailors from our area.

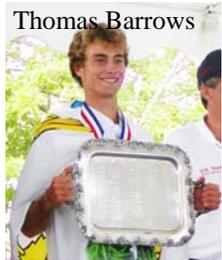
Unlike most US sports college sailing allows no sailing scholarships or extra financial aid because of sailing skills but a good sailing resume certainly can open doors that might be blocked by SAT scores or GPA averages.

Most of the competitive schools allow coaches to recruit and get accepted one or two "hot prospects" that might ordinarily have been rejected each year.

The Caribbean has always had a few sailors in college sailing including the Stanton brothers from St Croix but the big wave began a few years ago when a small group from St. Thomas Yacht Club / Antilles School travelled twice to the US and won both the fleet racing and team racing high school national championships, a feat that was rarely accomplished by even the best US sailing schools. Taylor Canfield, Cy Thompson and Thomas Barrows along with a strong Opti and Laser Sailor from Bermuda, Jessie Kirkland, were immediately heavily pursued by US schools.



Taylor Canfield



Thomas Barrows



Cy Thompson

After excellent results were achieved other sailors like Alec Anderson (Tortola), Juan Magalia (Guatemala), Mimi Roller (St. John) Sean Bouchard and Halley Powell (Bermuda) created a 2nd wave into collegiate sailing.

Last year it was Tyler Rice, Max Nickbarg and William Bailey all from St. Thomas Yacht Club that lead the next progression and they will be followed in coming years by a brand new crop also from STYC that includes Nikki Barnes and Ian Barrows.

College sailing is criticized by many who feel this type of non-technical boats and short course sailing is not developing world-class sailors as fast as Europe. You need only attend one collegiate event to see the wonderful friendships, sportsmanship and competitive nature these events foster and you will understand why many consider these years to be the best sailing of their lives.

Certainly St. Thomas Yacht Club's sailing reputation has been greatly enhanced through college sailing the past five years. Their sailors have won single handed championships twice, fleet racing championship three times, match racing and sloop championships once each, team racing championships three times and Fowles Trophy for best collegiate team three times and also been named All American nine times in that period. This is quite a run that should continue with equally good results over the next few years.

Bill Canfield, Manager
STYC
340 626 0239

ARC brings 200 yachts to the Caribbean



Cross the Atlantic with the ARC The Atlantic Rally for Cruisers

This annual transatlantic rally starting each November in Las Palmas de Gran Canaria, has now become the most popular way to cross the Atlantic. The largest trans ocean sailing event in the world, every year the ARC brings together over 200 yachts from all over the world. The Caribbean destination is Rodney Bay in Saint Lucia, one of the most beautiful islands in the Lesser Antilles. The 2700 nautical mile passage on the NE tradewind route takes on average between 14 and 21 days.

Conceived as a friendly race for cruising yachts to make the Atlantic crossing both safer and more enjoyable, participating yachts must carry a range of safety equipment including a liferaft, EPIRB and VHF radio. Daily radio nets contribute further to the safety of participants. The presence of experienced sailors is another incentive for those with little offshore experience.

The ARC has a special flavour, which successfully combines racers with cruisers, old with young, and provides entertainment for all. A wide ranging programme of entertainment takes place both before the start and after the finish. The ARC enjoys the support of the Tourist Authority of Gran Canaria, the Port Authority of Las Palmas, Rol Nautic and the Saint Lucia Board of Tourism.

The ARC departs from Las Palmas de Gran Canaria and crosses to Rodney Bay, Saint Lucia on the following dates:

ARC 2011 20 November

ARC 2012 25 November

- The ARC is open to cruising monohulls with a minimum length of 8.23-25.91m (27 to 85ft) and cruising catamarans from 8.23 - 18.29m (27 to 60 ft) LOA. Yachts outside these sizes may be permitted to join in the Open Division.
- The competitive side of the event will be catered for by the Racing Division, rated under the IRC Handicap System, run under the auspices of the Royal Ocean Racing Club (RORC).
- The World Cruising handicap is used to calculate results in the cruising classes, in which motoring is permitted.
- A full programme of social activities, safety seminars and demonstrations will be organised by World Cruising Club in Las Palmas prior to the start, and after the finish in St. Lucia. Confirmed entrants receive regular newsletters about the ARC, containing useful information about planning an Atlantic crossing, updates on entries and safety tips. <http://www.worldcruising.com>



A Close Call Dinghy Accident in Mossel Bay, South Africa

Eero Lehtinen, Editor, Pro Sail Magazine

A totally harmless situation in the Eastern Cape Championship Regatta in Mossel Bay, South Africa turned into a life threatening disaster.

To learn from it, I would like all regatta organizers, coaches and dinghy sailors to take the time to read this. We do not want to see more of these accidents anywhere in the world.

Lance Burger, an international judge, a meticulous sailor and yachtsman, was the victim of a terrible accident caused by poor understanding, and boat handling as well as lack of common sense by the driver of what was supposed to be a rescue boat (RIB).

Lance has tens of years of experience from dinghy and keelboat racing in Cape Town. He is a man with exceptional love for sailing sport and at the same time he has always taught his own children, other juniors and anyone prepared to listen the safe ways, the proper seamanship and the safety regulations. He would never make the slightest shortcut in anything related to boats, sailing and/or usage of powerboats.

Sailing his Laser in Mossel Bay this month he had a problem with his outhaul line. The only way to sort it out was to capsize the boat, and fix it in the water. While he was busy with this operation the rescue boat driver spotted the capsized Laser and noticed that it was not getting righted straight away. He made his way to Lance and his Laser, with full speed. By this time Lance had already completed his repair and was getting onto the centreboard. For whatever reason, the rescue boat driver did not slow down in time but actually drove over Lance who had no time to react or take cover.

The propeller of the outboard engine of the RIB hit Lance's face. His clothes got stuck on the propeller, not letting him get to the surface.

Eventually Lance got freed of the propeller and the helpers could hold Lance's head above the water level. By that time he had already water in his lungs and his face was severely hurt and bleeding.



Lance's injuries were life threatening and only centimetres separated him from immediate death/ With hindsight, the driver of the rescue boat ignored two basic rules:

1. A rescue boat should always observe the situation from at least 5 boat lengths' distance to find out whether the sailor actually needed and wanted outside assistance. Only after that kind of signal from the sailor (or no signal at all...) should the boat get closer to offer help.

2. A rescue boat should never approach a capsized boat with speed.

Antigua start of the 2011 RORC Caribbean



ROYAL OCEAN RACING CLUB
20 ST JAMES'S PLACE, LONDON SW1A 1NN

**RORC CARIBBEAN 600 - Online Entry Now Open for
2012 Race
Antigua: Monday 20th February 2012**

Online entry for the 4th edition of the Royal Ocean Racing Club's Caribbean 600 is now open.

<http://www.antiguanice.com/v2/client.php?id=820&news=2788>

The fleet will battle the 600nm course which circumnavigates 11 Caribbean Islands starting from Fort Charlotte, English Harbour, Antigua and heading north as far as St Martin and south to Guadeloupe taking in Barbuda, Nevis, St Kitts, Saba and St Barth's. Perfect racing in perfect conditions.

Established as 'Must do' Race in Offshore Calendar RORC Commodore, Andrew McIrvine will be competing for the second year in the elegant 154.5ft classic schooner, Windrose of Amsterdam:

"The RORC Caribbean 600 is now well established on the international offshore racing calendar. We are excited about the quality of the boats intending to race in 2012 and expect to follow this year's record entries which represented 15 different countries. The race has great appeal to offshore sailors as it's a modern race in every sense; the course is designed to provide an exciting and inspiring race that compliments modern yacht design. The club is delighted that sailors from all over the world want to take part. The diverse fleet will be a mixture of world class sailors and corinthian enthusiasts, but they all have one thing in common, a passion for offshore racing and a challenge."

Attracting Top Boats It's the Caribbean sailing conditions that attract highly competitive and successful racing teams such as Niklas Zennstrom's Rán. Their mythological sea goddess in the form of the 72ft Judel/Vrolijk, mini maxi Rán, are hoping to add to their silverware collection following overall wins in the Rolex Fastnet Race and Mini Maxi Rolex World Championship this year and Team Manager, Tim Powell explains why:

"The Rán team are looking forward to competing in the 2012 edition of the RORC Caribbean 600 as it's an event we have wanted to race in since its inception due to the fabulous sailing conditions that are the 'norm' in that area. It will be a great race."

Rambler Returns



Photo © Tim Wright www.photoaction.com

George David is planning to return to the Caribbean to defend the 2011 title he won in Rambler 100. This time he will be using the water ballasted Reichel/Pugh designed Rambler 90 and this will be the first race the team

will have done together since the capsize of Rambler 100 in the Rolex Fastnet Race that sent shivers through the yachting community. It is unlikely that he will be close to beating the race record he set, but he will have a battle on his hands for overall line honours with some of the super yachts that are expected to compete.

Something for Everyone

Super yachts

Interest has already been received from a diverse range of boats and crews: In the super yacht class - the 38m Philippe Briand designed, P2, skippered by Jonathan Kline and Peter Harrison's Farr 115, Sojana. Peter has been an admirer of the race since its conception and he competed for the first time this year finishing second in IRC Zero and third Overall.

A Close Call Dinghy Accident in Mossel Bay, South Africa Continued.....

A slow and controlled approach offers a good view and time to observe and do the right things. A planing RIB is deadly when there are sailors swimming in the water.

Additionally, as Lance is suggesting, all rescue boats' outboards should be fitted with a prop guard. They don't only make it safer for the sailors and swimmers but also protect the props from being damaged on rocks / shallow waters. Certainly also a cost saving factor for any YC.

Also kill switches should always be used. Should the driver slip or fall over board, the engine must come to a stop. However, in Lance's accident, even usage of a kill switch would not have made a difference.

And last but not least, the regatta organisers must brief their rescuers with at least all of the above. No one should be sent out there without making sure that they can handle the boats they are using and also understand what is expected from them. A person who is not capable of participating in the racing is not necessarily any better as a rescuer.

The youngsters love speed too much; hence responsible and mature control of the usage of the rescue boats is a key safety factor. This was certainly not the first time a rescue boat caused an accident that could have been avoided. --

Excerpt from Scuttlebutt—sent by Anton van de Koppel—Qua Media NL



OBJECTIVES OF THE CSA

The Association is established for the following purposes:

- 1) The promotion of the sport of amateur yacht racing in the Caribbean.
- 2) To encourage the orderly development of the sport in all countries in and bordering on the Caribbean Sea by:
 - a) The adoption and implementation of a system of handicapping to be used for races under the auspices of this association.
 - b) Measuring and presenting race certificates to offshore yachts conforming to the Rating Rules.
 - c) The issuing of the racing certificates which would be acceptable to members of the association.
 - d) Recognition and development of classes raced in the Caribbean
 - e) The sponsorship or licensing of championships to be designated Caribbean Championships.
 - f) Ensuring that class boats comply with class association rules and where necessary, appointing measurers.
 - g) Keeping an up-to-date Rating Rule for handicap racing.
 - h) The publishing of a yearly programme of events.
 - i) Implementation of such other measures as may seem expedient.
- 3) To maintain membership in any International or Regional Sailing Association and any other association that it may be in this association's interest to join.
- 4) The association shall have no power to hear appeals from decisions of its members or to make prescription which will be pending on members.

TESTING CONDITIONS FOR MACLAREN PRO-AM

Excerpt from Scuttlebutt

Virgin Gorda, BVI (November 2, 2011) - The normally reliable North Sound trade winds took the day off on Tuesday for the first eight races of the Maclaren Pro-Am Regatta at the Bitter End Yacht Club - replaced by "lake-sailing" conditions with 40, 50, and 60 degree wind shifts. "We quickly learned how to execute a smooth auto-tack," explained BEYC guest Robin Stout who crewed for Ed Baird on his IC24 for several of those races. Auto-tacking wind shifts was obviously a successful strategy - Baird won four of the eight races to take a four point lead over Andrew Campbell, a Pro-Am first timer. Campbell seemed very patient and completely comfortable in the fluky conditions, taking two bullets and top three finishes in half of the races. Olympic medallists Zack Railey and Anna Tunnicliffe, in third and fourth place respectively, are also very much in the hunt. Event participants on Wednesday enjoyed a layday trip to Anegada to do a little beachcombing and snorkeling, but will return to the race course on Thursday for more fleet racing before the match racing championship on Friday.

1. Ed Baird, 20
2. Andrew Campbell, 24
3. Zack Railey, 32.
4. Anna Tunnicliffe, 34.
5. David Ullman, 42.
6. Peter Holmberg, 43.
7. Matt Burge, 43.
8. Tom Lee, 50



ANTIGUA'S YACHTING INSIDER

ESSENTIAL GUIDE FOR YACHTING ENTHUSIASTS

<http://www.antiguanice.com/v2/client.php?id=920>

CLUB NAUTICO DE SAN JUAN INTERNATIONAL REGATTA



San Juan, Puerto Rico. Looking hot competition, superb sailing conditions and great fun on and off the water? Then register now for the 11th Club Nautico de San Juan's International Regatta (CNSJIR), set for February 3 to 5, 2012. "We expect over 100 competitors from around the Caribbean and the World,"

says regatta director, José 'Yoyo' Berríos.

Classes offered include Optimists (Red, Blue, White and Green Fleets), Lasers (4.7, Radial and Standard), Sunfish, Snipes and 2.4 Meter.

New – there will also be a one-design IC-24 class.

Racing takes place in San Juan Bay, where in February, temperatures are in the 80s and winds customarily blow 10 to 15 knots. This makes the CNSJIR a great tune-up regatta for the sailing season ahead, especially for those who live in cooler climates.

For more information, to register and to charter a boat, contact principal race officer, José 'Yoyo' Berríos direct at: (787) 667-9936 or Email: vela@nauticodesanjuan.com, or Club Nautico de San Juan at: Tel: (787) 722-0177, Fax: (787) 724-8059, or Visit:

www.nauticodesanjuan.com/sailingprogram/regatta_int.htm

CORRECTION: In Last month's CSA Newsletter, we posted that the Jolly Harbour Yacht Club Annual Regatta would be held on the 27th-28th November. The actual Dates are: 13 & 14 November 2010



6th ARC FLOTILLA

A symbolic event to celebrate the official start of the 26th Edition Atlantic Rally for Cruisers starting from Las Palmas de Gran Canaria to Rodney Bay, Saint Lucia.

The ARC Flotilla starts from
Castries Harbour to Rodney Bay Marina on

SUNDAY 20th NOVEMBER 2011 @ 10am
FREE REGISTRATION >> ALL BOATS WELCOME

SKIPPER'S BRIEFING & REGISTRATION
Friday 18th November 6 pm @ the Ocean Club Rodney Bay Marina

Registration includes distribution of tickets for complimentary drinks & snacks
Only for registered boats, max 6 crew per boat. Additional tickets can be purchased.

Entertainment provided by IGY Rodney Bay Marina @ Ocean Club

Info & registration:

Danielle St Lucia Yacht Club: slycsocialsecretary@gmail.com or at the club house
Portia IGY Rodney Bay Marina office or call 724.4709
Isler Marigot Bay Marina: frontdesk@marigotbaymarina.com or MBM office

Organized by IGY Rodney Bay Marina & Marine Industries Association of St Lucia in cooperation with the Saint Lucia Tourist Board

The attached PDF Version of the can be Printed.
Please pass it on, and post it on your Notice Board
(secretariat@caribbean-sailing.com) Petra Gilders or
Cary Byerley CSA President director@bigboatseries.com

Upcoming Regattas Nov—Dec 2011

November 5



St. Maarten Optimist
Championship
Email: info@smyc.com
www.smyc.com
Discipline: One Design—Optimist

November 11—14



Heineken Regatta Curacao
Email: info@heinekenregatta.com
www.heinekenregattacuracao.com
Discipline: Open

November 11—12



Nature Island Regatta
Email: organisation@triskellcup.com
www.triskellcup.com
Discipline: Open
Dominica

November 12—13



Pete Sheals Memorial Match
Race
Email: sailing@royalbvicy.com
Discipline: Match Racing
Tortola—BVI

November 12—13



Jolly Harbour Yacht Club Annual
Regatta
Jolly Harbour Yacht Club
Email: angiedickenson@shaw.ca
www.jhycantigua.com
Discipline: Open

November 18—19



St. Barth's Cata Cup
www.stbarthcatacup.com
Discipline: Beach Cats
St. Barth's Yacht Club
St. Barth's

November 25—27



Course de L'Alliance
St. Martin
Email: hdorvil.mfl@wanadoo.fr
www.coursedelalliance.com
Discipline: Open

Nov30—Dec 4



Carlos Aguilar Memorial
Match Race St. Thomas
CSA SANCTIONED EVENT
Email: info@styc.net
www.styc.net
Discipline: One Design—IC24

December 31



Nelson's Pursuit Race
Antigua Yacht Club
Contact: Elizabeth Jordan
Email: yachtclub@candw.g
www.antiguayachtclub.com
Discipline: Open