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Here we are the end of September and so far we have been very lucky with storms we can only hope that it will stay that way for the rest of the summer.

The CSA Regatta Organisers Conference and the CSA AGM will take place in St. Maarten October 22nd & 23rd.

If you are involved in a regatta or your club is a member of the CSA you really should be at this meeting. The CSA is your Association and you should be there to make sure all is well run and taken care of.

I would like to wish best of luck to all the sailors from the CSA member countries that are going to the Pan American Games Oct 14 - 30 2011. They are:

Netherland Antilles

- 1. Sailboard: Moniqui Meijer
- 2. Laser Radial: Philipine van Aanholt
- 3. Sunfish: Ard ven Aanholt

Dom Rep

- 1. Laser Standard: Raul Aquayo

Puerto Rico

- 1. Hobie 16: Enrique Figueroa & Victor Aponte
- 2. Snipe: Raul Rios & Marco Teixidor
- 3. Sunfish: Ivan Aponte
- 4. Sailboard: Alejandro Monilor

Trinidad & Tabago

- 1. Laser Standard: Andrew Lewis

USVI

- 1. Laser Radial: Mimi Roller
- 2. Laser Standard: Cy Thompson

Also good luck to Bodine Beentjes from St. Maarten who will be sailing in a Laser 4.7 at the 6th Sail Qatar, Oct 11th - 15th.

September is the heart of the Hurricane Season and we are a bit short of Regatta's to report on, so in this issue of the CSA Newsletter will largely be dedicated to the wonderful story of sailing Vessel IRENE and the dedication of her owner Dr. Leslie Moorish.

**7th CSA Regatta Organisers Conference
And AGM**

October 22nd and 23rd, 2011

Great Bay Beach Hotel—St. Maarten

Contact: Cary on director@bigboatseries.com

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

A genuine love affair with 'IRENE'

Owner: Leslie Morrish
Excerpts from the website
<http://www.ireness.com>



29th May 2003 was her 96th birthday. She lay, fire-ravaged, at the bottom of Marigot Bay, Saint Martin, West Indies. From 1998 till 2003 Irene had been a commercial charter yacht in the Caribbean. On the night of the 22nd May, a fire started aft, presumably the engine room. The fire rapidly consumed the whole vessel, masts, rigging, deck, deck beams, frames, inner planking – the fire raged for 8 hours before Irene sank.

She was, in insurance terms, a total constructional loss, and the insurance company had negotiated with a local surveyor and local salvage company to tow the wreck to the shore and attack her with a JCB. Bits would then be carried away in dumper trucks to be discarded unceremoniously in some landfill site.

While accepting that that was clearly economically the correct course, there did seem other considerations that required scrutiny. Irene played an important part in British maritime history. For 40 years she was the last West Country coasting ketch still sailing, but now it may look as if Bessie Ellen has taken over this mantle. Irene was part of our family, and I personally have been chained to her, body soul and wallet, since 1965.

We flew out to St. Maarten, obtained as much story as we could from the crew, neighbouring vessels, talked with the salvor team to explore alternatives, bought some diving gear and explored the wreck. The old girl had been eviscerated. Quite a lot of the planking looked intact from the outside, but in some cases it had burned right through to the paint. Most of the inner ceiling had gone, and the ribs. The lower deck was almost entirely unscathed. Whether this was because the fire simply raged higher, or whether it was under water for most of the conflagration, the lower deck and everything below it was



perfectly sound. Irene had been coppered the summer before. The copper reached some 6 inches above the waterline.

The charred timber was all there, and strong enough to provide backing for the copper, which proved in fact to be watertight. *Account by Dr. Morrish*

'IRENE' THE HISTORY

Built by F J Carver and Son in Bridgwater, 1907, Irene is the last of the West Country Trading Ketch's still under sail. She sailed for 50 years as part of the fleet of British Merchant vessels through two world wars and a Great Recession.



For many years she belonged to the Bridgwater Brick and Tile Company plying the waters of the Bristol Channel between Bridgwater and Ireland, carrying cargoes of tiles and bricks. Later she was used for transporting coal and clay around the coast.

She was built to be beached and often unloaded her cargo into carts to be taken by horse across the sands to small isolated communities.



She retired from her trading service in 1960 and then changed hands a few times before being converted to a house boat.



In 1965 she was found in a derelict state in the Hamble river by her present owner, Doctor Leslie Morrish. He bought her for £2,500.00 and began a restoration job that lasted nearly 20 years. His initial task was to motor-sail Irene around to Brentford on the Thames, Irene's home for the next 15 years. The trip was not without mishap; going under Hammersmith Bridge the bowsprit stuck in the last span of the bridge, pierced the pavement, shut the bridge in the rush hour and cut off the gas supply to half of south London. It was a dramatic start to a new life.

When Irene reached Brentford Leslie Morrish and his family lived on board using her as a house boat and restoring her at the same time. Once she had been restored to her former glory she was used for many commercials, film and fashion shoots. Irene played the part of "The Flying Dutchman" in the epic film biography of the composer Richard Wagner.

In 1998, Irene undertook the Atlantic and made the crossing to the Caribbean where she has been available for exclusive charter until the catastrophic fire in the Bay of Marigot in Saint Martin on the 22nd of May 2003.

It was the dedication of Irene's extraordinary owner—Dr Leslie Moorish and his refusal to let his beloved ship die that are told in these pages.

A genuine love affair with 'IRENE' continued..

We made a decision to re-float her to take the opportunity to examine her in more detail and determine whether it was feasible or plain lunatic to attempt to rebuild. We brought up an intact bottle of champagne, ignored the slight taste of diesel, and drank to Irene's future. The salvors were very efficient. Between us we removed the two Gardner engines, tons of ballast and a host of debris ranging from intact T-shirts to rope under the fo'csle sole and bottles of booze protected in lockers at sole level. Heavy objects like anchor, anchor chain and windlass were all removed from her belly, the prize possession of the ship's bell discovered under the ash. What was left of the spars were towed away, and with the hull almost empty of heavy gear, the salvors put airbags under the hull and brought out the crane-barge.



Two straps on spreaders, and a very slow and steady lift brought Irene to the surface, but before we could get the first pump into action one sling broke, and

Irene once more slid to the bottom of the bay. We had learned however, that the system worked, and two new slings the following morning raised her once more to the same point, three heavy pumps removed several thousand gallons of seawater, and she floated some three feet higher than her previous waterline – an indication that she had lost 130 of her 190 tons.



There was a little ingress from unsealed skin fittings, but a small pump kept that at bay while she was carefully towed into the

lagoon to safe calm waters, and a secure mooring alongside a tug.

The decision to rebuild was already made. The question was – where. We explored the yards in St. Martins, also the dry dock in St. Vincent, a slipway in Venezuela was a real option. She could be put on a barge and towed up to Chesapeake Bay, but in the end we decided to bring her home to Cornwall. To our surprise, this proved to be the most difficult part of the exercise. It seemed the freighters didn't want a burnt-out hulk on their foredeck, and yacht transporters obviously felt our lump of charcoal demeaned their pristine super-yachts.

We even looked seriously at the concept of tacking her together with plywood and putting a similar bit of deck over her, covering with tarpaulin, and towing her across the Atlantic.

Photo's by Gary E. Brown



IRENE re-creates wine history—May 2011

Captain Morrish—having just taken Irene under the Tower Bridge.



Bottles of Bordeaux embarked on a journey by sail boat to retrace the origins of trade between the Gironde region and Great Britain. *photo S. B.*

In 1965, at the age of 18, Tony Laithwaite came to Castillon-la-Bataille to learn about wine. He fell passionately in love with the region and was back in 1983 to purchase Château La Clarière (Côtes de Castillon) and the Chai sur le Quai (the riverside cellar), where he produced his first vintage in 2007.

Today, Laithwaites - the company he founded in Britain, is the leading firm in the mail order wine sales sector.

This past May, Tony and his wife Barbara boarded the sailing ship "SV Irene", which was carrying 9,000 bottles of their 2009 special cuvee (reserve) christened "Le Voyage" to London. The fourteen-day trip will retrace the origins of trade between Bordeaux and Great Britain. Owner of 'Irene', Dr. Morrish skippered the boat.

Cellar master Mark Hoddy and Red Johnson – son of Hugh, who published the first Atlas of Bordeaux Wines in 1960 - are both on board to accompany the claret and ensure its safety on its sea voyage.

Once they arrive, the 1,660 cases was transferred to Laithwaites London store, « The Arch » where they were part of an auction sale of fine wines from Bordeaux and elsewhere, from contributing producers. The profits were donated to the charity organization MacMillan Cancer Care.

« I wanted to re-enact this historic trade route to combine my passion for sailing, wine and history, and I am delighted that « Le Voyage » is contributing to combat cancer through this auction,» concluded Tony Laithwaite.

Irene, taking on her precious cargo in France.at Le Chai au Quai in Bordeaux

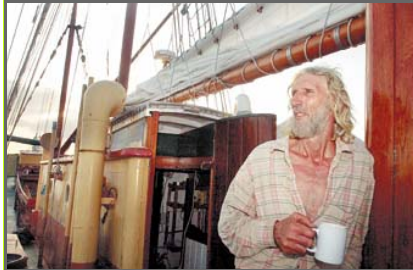


A genuine love affair with 'IRENE' continued..

Anchored within ¼ mile of Irene on the night of the fire was the Avontuur a steel schooner much the size of Irene, similarly gaff rigged and earning her living as commercial cargo vessel with Paul Wahlen as Master. Paul was the classic old man of the sea, every finger a marline spike "I'll tow her over".

A practical solution or a further extension of Irene's ability to provoke madness?

We looked at the option carefully, considered Paul's plans, his routing charts, his dates, made one last effort to find a freighter then gave Paul the go ahead.



Captain Paul Wahlen on Avontuur

Ben our on-board shipwright collected a couple of local carpenters and with Captain Laurance organising the provision of materials, set about putting a temporary decking together, strengthening the frames with planking, a small hatch aft to allow periodic inspection and down below were 12 volt bilge pumps and batteries. On deck were the solar panels, a wind generator and a back up diesel pump was down below. With all satisfied that the decking was as strong as could be reasonably made and that the ship was reasonably watertight, Irene was towed back out of the lagoon on the first short leg of her transatlantic return voyage. A days wait for the end of a tropical wave, and the Avontuur and Irene were on their way. The date was 25 July 2003.



Avontuur was caught out by the tail end of a tropical wave shortly after leaving St. Maarten. Two booms were broken in a jibe from a squall. She turned northwest to Bermuda for repairs. The repairs were easily and quickly done but in the mean time Customs decided that Avontuur was clearly towing a HUGE shipment of drugs or worse and raided the ships.

Irene and Avontuur left on the 6th of August for the UK. Both the UK and the ship tried separately to contact via SSB without any success. The first contact was made by VHF to the Scilly Isles on the 8th of September.

The message was

"Due in Plymouth 1000hrs Tuesday 9th September"

The weather had different ideas, and just off Lands End a northerly gale threatened the whole venture. Captain Wahlen prudently turned southeast to run before.

1500hrs, just past Edistone Light, Avontuur and Irene came into view.

The ships were anchored in Cawsands Bay and Irene tied alongside Avontuur. The following day, Irene was taken up to Bagmill.

Irene needed no pumping between St. Maarten and Plymouth. A mere dribble of the Atlantic was discharged at Cawsands.

A genuine love affair with 'IRENE' continued..



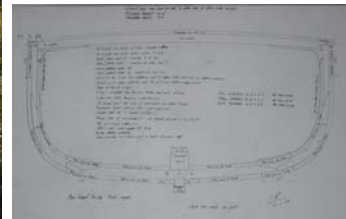
Above: Dr Leslie Morrish (Founder of the Cardinal Psychiatrist Clinic in Windsor) and his wife Pat organise charters on Irene in the Bristol, Steep Holm and Flat Holm area. Irene is also available for film, advertising, quay side parties, business exhibitions, wedding receptions and commercial hospitality. See their website <http://www.ireness.com>



Irene of Bridgewater (a.k.a Irene) is a 100 ton (29 tons net). West Country trading ketch built in Bridgewater 1904-1907 and rebuilt in 2003-2010.

Registered (stem to stern post)	85 feet
Length of Hull	90 feet
Overall length (with bowsprit)	120 feet
Breadth	21 feet
Draught	10 feet 6 inches
Air draught	99 feet
Gaff rigged	
9 sails - Total area	4500 sq ft
Engines	2 x Gardner 6LXB diesel engines
Twin propellers	

Irene's re-birth—in photo's



Midship drawing circa 1907"



Calendar of Events

Every Saturday all year – Jolly Harbour Yacht Club Saturday afternoon sailing series – everyone welcome.

For more information: <http://www.jhycantigua.com>.

November 20-21, 2011 – Jolly Harbour Yacht Club Annual Regatta, Jolly Harbour, Antigua. For more information: <http://www.jhycantigua.com/regattas.html>.

November 24–28, 2011 – 22nd Karibik Trophy, Antigua and Barbuda. For more information: <http://www.khp-yachtcharter.de/events/karibik-trophy/karibik-trophy.asp>.

December 2011 dates TBC – AYC High Tide Series, Falmouth Harbour, Antigua. For more information: <http://antiguayachtclub.com/>.

December 31, 2011 – Nelson's Pursuit Race, English Harbour, Antigua. For more information: <http://www.antiguayachtclub.com>.

January 21, 2012 – Antigua Yacht Club 'Round the Island Race, Falmouth Harbour, Antigua. For more information: <http://antiguayachtclub.com>.

January 27-29, 2012 – Superyacht Challenge Antigua, English Harbour, Antigua. For more information: <http://thesuperyachtchallenge.com/home.html>.

February 10-12, 2012 – JHYC Valentine's Regatta, Jolly Harbour, Antigua. For more information: <http://www.jhycantigua.com/regattas.html>.

February 20-24, 2012 – RORC Caribbean 600, English Harbour, Antigua. For more information: <http://caribbean600.rorc.org/>.

March, 2012 – Russian Business Caribbean Sailing Week, Falmouth Harbour, Antigua. For more information: <http://rusregata.ru/regata/winter2010/>.

March 2012 dates TBC – Annual Laser Open, Falmouth Harbour, Antigua. For more information: <http://antiguayachtclub.com/>.

April 19-24, 2012 – Antigua Classic Yacht Regatta, English/Falmouth Harbour, Antigua. For more information: <http://www.antiguaclassics.com/>.

April 27, 2012 – Guadeloupe to Antigua Race, Deshaies, Guadeloupe. For more information: <http://www.sailingweek.com/v3/index.php>.

April 28, 2012 – Yachting World Round Antigua Race, English Harbour, Antigua. For more information: <http://www.sailingweek.com/v3/index.php>.

April 29 – May 4, 2012 – Antigua Sailing Week, English Harbour, Antigua. For more information: <http://www.sailingweek.com/v3/index.php>.

January 2013 – Oyster Round the World Rally, Antigua to Antigua. For more information: <http://www.oystermarine.com>.

Yacht Clubs,

Please send your Regatta Calendars to Petra at secretariat@caribbean-sailing.com so that we can publish it in this Newsletter—and increase the exposure of your events!

This month we have ANTIGUA's Calendar of Events For the Season 2011—2012.

ANTIGUA'S YACHTING INSIDER

ESSENTIAL GUIDE FOR YACHTING ENTHUSIASTS

The yachting industry in Antigua is active and vibrant year round. Antiguance.com ensures up to date info on what is happening. www.antiguance.com and click the newsletter link.

Upcoming Regattas Oct—Dec 2011

October 20—31



Triskell Cup

Guadeloupe

Email:

organisation@triskellcup.com

www.triskellcup.com

Discipline: Open

November 5



St. Maarten Optimist Championship

Email: info@smyc.com

www.smyc.com

Discipline: One Design—Optimist

November 11—13



Heineken Regatta Curacao

Email: info@heinenregatta.com

www.heinenregattacuracao.com

Discipline: Open

November 25—27



Course de L'Alliance

St. Martin

Email: hdorvil.mfl@wanadoo.fr

www.coursedelalliance.com

Discipline: Open

November 20—21



Jolly Harbour Yacht Club Annual Regatta

Jolly Harbour Yacht Club

Email: angiedickenson@shaw.ca

www.jhycantigua.com

Discipline: Open

Nov 30—Dec 04



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.ag

www.antiguayachtclub.com

Discipline: Open