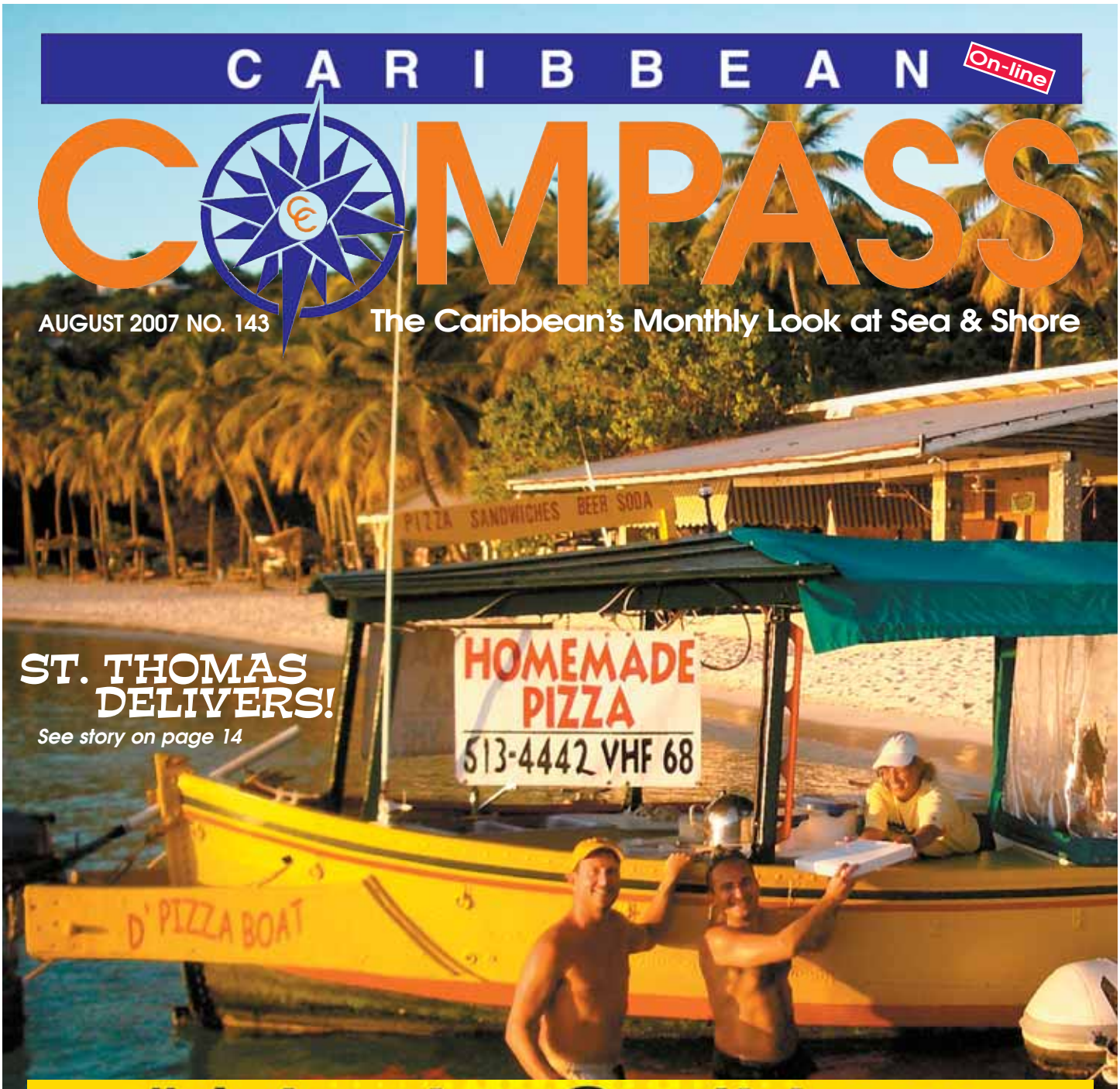
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The Caribbean's Monthly Look at Sea & Shore



ST. THOMAS DELIVERS!

See story on page 14

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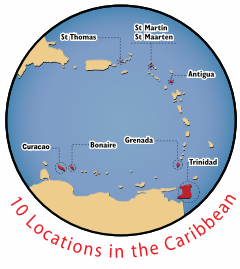
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Info & Updates

Cuban Yacht Club Celebrates 15 Years
The members of the Hemingway International Yacht Club (HIYC) of Havana, Cuba, and its Commodore José Miguel Diaz Escrich offered a warm welcome to hundreds of guests from the Cuban government, diplomats, and delegations from Spain,



Commodore Escrich (at left) receives the fishing rod with which Fidel Castro won Havana's 11th Ernest Hemingway International Billfish Tournament in 1960, from Captain Arocha

France, Italy, Russia, the Cayman Islands, the Bahamas and Switzerland on the occasion of the Club's 15th anniversary, May 31st.
In honor of the event, Captain Julio Arocha Garrido presented HIYC with the fishing rod used by the Cuban President Fidel Castro Ruz when he won first prize by catching five marlin at the Ernest Hemingway Billfish Tournament in 1960. That tournament was the only time Castro and Hemingway met and the last Ernest Hemingway Billfish Tournament in which Hemingway would participate. The rod will be displayed in the club's headquarters at Marina Hemingway as one of its most treasured mementos.
In addition to a reception and party, HIYC celebrated by hosting Optimist, kayak, rowboat and windsurfer races, and a conference on sportsfishing.
HIYC hosts a number of long-distance sailing events from Europe, the US and the Lesser Antilles, as well as local regattas, and has sponsored children from the Academy of Nautical Sports of Havana to attend regional youth regattas such as Schoelcher Week in Martinique.
For more information contact yachtclub@cnih.mh.cyt.cu.

Visitor Safety and Security Discussions Held
The Caribbean Marine Association (CMA), through the representation of the Yacht Services Association of Trinidad & Tobago (YSATT) and the Antigua & Barbuda Marine Association (ABMA) participated in a Visitor Safety and Security Network Policy Dialogue held at the Cascadia Hotel in Port of Spain, Trinidad, on July 5th and 6th. The event was organized jointly by the Association of Caribbean States (ACS) and Caribbean Hotel Association (CHA).
Discussions were held among various stakeholders in the tourism industry with regard to safety and security problems and possible solutions to be implemented at a regional level. Stakeholders were given the opportunity to meet representatives of national and regional associations, ministers of tourism, and local and regional law enforcement officials to discuss specific needs, challenges and suggestions for improving visitor safety and security. The group representing the tourism stakeholders and ancillary services was led by Sharon McIntosh, General Manager of YSATT and Manager of the CMA.

—Continued on next page

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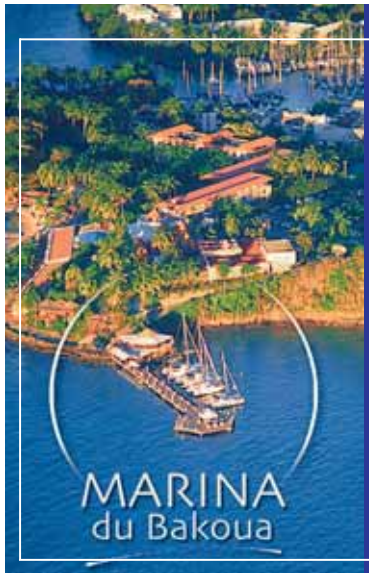
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—Continued from previous page
Participants learned that property crimes against tourists were the most prevalent, with robbery and larceny accounting for almost 90 percent of all crimes against visitors. Crimes against the person were approximately one percent. Although there is a very low probability of a tourist being a victim of crime, it was noted that a serious crime against a visitor had far-reaching negative consequences for a destination as a whole, and there is the need to address this through a coordinated regional effort. Some of the recommendations made by the stakeholders and ancillary tourism services were:

• Community involvement – through local awareness, local ownership of tourism products/services; increased community policing
• Communication – collaboration among all tourism stakeholders; communication by victims of crime to authorities; sharing of statistics and data between agencies and countries; increased signage on roads and at tourism sites; dedicated government officials to deal with response and follow-up of crime against tourists
• Industry standards – development, implantation and enforcement of industry standards for all areas of tourism; recognition and support for certified, standardised players in the tourism industry by other stakeholders; standards for tourism facilities (hotels, marinas, beaches, etcetera) must comply with basic standards for safety.

On July 7th, a closed session was held for high-level officials in the tourism, legal and judicial sectors. They sought to prioritize issues in need of the most urgent attention and formulated an Action Plan for the implementation of a regional safety and security network. We await the results of their discussions.

The first phase of this project was focused on the needs of the hotel industry, however, there was much consultation and feedback provided by other tourism stakeholders. The Caribbean Marine Association will continue to liaise with the ACS in order to provide continuing participation in the project and will seek to become a partner within the regional framework of the future Safety and Security Network.

For more information contact the Caribbean Marine Association at info@caribbeanmarineassociation.com.

Panama Visa Changes

Julia Bartlett reports: Pablo Le Vrier, one of the owners of Bocas Yacht Club & Marina in Panama, attended an informal meeting with a government minister and five other marina owners in Panama City on July 12th to discuss the current situation regarding visas for cruisers. He reported the following information.

At the moment captains and crews of private pleasure vessels are being issued the same visa as commercial crews and this will continue at least until the National Assembly reconvenes in September. The visa consists of a booklet that has to be stamped every month, but by doing this you can stay as long as the ship is in Panama.

Señor Le Vrier recommends that captains photocopy their zarpe/Permiso de Marinos from their port of entry before relinquishing it so that the copy can be shown when they check into Bocas or other Panamanian ports.

A special resolution has been passed and is expected to be signed by the President in the next few weeks which will identify certain countries that will be exempt from the 30-day tourist visas (renewable at the Immigration Department's discretion for a further 60 days) currently being issued to non-yachting tourists. It is anticipated that the United States, Canada and certain European countries will be among those exempt.

The boating industry in Panama was almost non-existent outside of the Canal Zone until five years ago, but the government is now aware of its potential. If your boat is in the popular cruising area of Bocas del Toro it is currently necessary to visit the town of Changuinola to renew visas. Changuinola is over an hour's journey each way from Bocas Town on Isla Colón. At the July 12th meeting, the idea was raised of allowing airport Immigration officials on Isla Colón to renew cruisers' visas.

Señor Le Vrier will post updates at www.bocasmarina.com.

Grenada Sailing Association on the Move

The Grenada Sailing Association elected a new president, Russ Fielden of True Blue Bay Resort & Villas, at its recent Annual General Meeting. He takes over from Jacqui



This year, a team from Grenada competed for the first time in St. Maarten's Caribbean One Design Keelboat Championships

Pascall of Horizon Yacht Charters, who stepped down after three years in the post. Jacqui will remain on the Association's executive in the position of Treasurer, with James Benoit, representing Grenada Yacht Club, as Vice President and Sarah Baker as Secretary.

In handing over to Russ, Jacqui highlighted the progress that the Association was making, particularly in its Youth Sailing Programme. She announced that the latest development was the initiation of an Instructor Training Course, made possible with funding from the Grenada Olympic Association through its Talent Identification Programme. Three local sailors — Kevin Banfield, Michael McQueen and Vaughn Bruno — will undertake an intensive programme led by GSA Instructor Nick Stephens. The course includes planning and theory; presentation and classroom work; practical sailing and sailing instruction; and safety and rescue techniques. The candidates will also undertake a boat repair and maintenance training course at the vocational training institute NEWLO. The trainee instructors will also take part in a GSA Summer Programme, helping to train young local sailors.

—Continued on next page

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There was also more good news for the membership: for the first time Grenada was represented by two adult crews in the Caribbean One Design Keelboat Championships held in June in St. Maarten. Robbie Yearwood led a crew of Patrick Brathwaite and Lawrence Tod, and Mark Solomon was joined by Kevin Banfield and Brian Sylvester. (*See report on this event in Regatta News, page 9.*) The trip was made possible with sponsorship from Bryden & Minors; Geo. F. Huggins & Co. Ltd.; Horizon Yacht Charters, St. Maarten; and Terry Neilson.
The Grenada Sailing Association plans to continue these important initiatives to develop sailing in Grenada, and would like to thank its members for their continued support in the future.
For more information contact Jacqui Pascall at (473) 439-1000 or Sarah Baker at 456-0914.

Marigot Bay Okay in a Storm
The Marina at Marigot Bay, St. Lucia, has issued a statement reassuring boatowners that the new mooring buoy field in the inner bay will not obstruct boats from seeking shelter in the mangroves should a tropical storm or hurricane threaten the island. The field of 20 mooring buoys was laid by the marina earlier this year on behalf of the St. Lucia Air and Sea Ports Authority following approval from the St. Lucia Development Control Authority.
Marigot Bay has traditionally been used as a hurricane shelter and according to Marina at Marigot Bay Manager, Bob Hathaway, a number of measures will be adopted to ensure the bay can continue to be used as a safe haven unhampered by the new permanent mooring system.
The new moorings are not warranted for tropical storm or hurricane force winds and could sink boats moored to them due to snatch loads and the lack of scope on the riser chains in the event of a high storm surge. For this reason all boats occupying these mooring buoys will be asked to vacate the mooring or use it as part of their stern or bow mooring system in the mangroves. All buoys which might obstruct free anchoring will then be removed by Marina staff and the chains dropped to the bottom of the bay.
Hathaway said as boats arrive in the bay, they will be given the option of using a mooring buoy as part of their mooring system; using their own anchors and the mangroves; or berthing in the Marina at Marigot Bay. As part of these hurricane preparedness measures, the Marina has also outlined additional requirements for use of the SLASPA moorings which include laying at least one additional anchor at maximum available scope; attaching their boat to the mooring buoy ring with a minimum ten-metre length of chain or high-strength rope appropriate to the size of the boat but not exceeding 13mm diameter (for chain) or 24mm diameter for polyester or nylon rope. This ensures that the buoy attachment is weaker than the buoy system and that the buoy will not sink the boat through lack of scope.
Boats should be positioned, as far as practical, at right angles to the adjacent line of the shore or mangroves.
Berthing in the Marina itself is only by permission of the Marina at Marigot Bay and will only be granted to boats that carry third party liability for any damage that might be caused to the Marina or other boats. Normal check-in and charges will apply.
"In order to avoid environmental damage to the mangrove system, the above arrangements will apply only for the period of a watch or warning and for 48 hours thereafter unless it is clear that there is a significant risk from a named or numbered weather system due to strike in the following seven days," Hathaway said.
"We certainly want to assure all local boat operators and yacht owners, and the captains of yachts visiting St. Lucia, that Marigot Bay remains a tried and trusted hurricane hole and we will do all in our power to ensure this remains the case," he added.
For more information visit www.marigotbay.com.

Eight Bells
CARLETON MITCHELL
Noted yachtsman, writer and photographer Carleton Mitchell died on July 16th at his home in Key Biscayne, Florida. He was 96.
Born in New Orleans in 1910, Mitchell dropped out of Miami University in Ohio in 1932 to sail aboard a yacht called *Temptress.* After a short stint in the retail business, he moved to the Bahamas, became a self-taught photographer, and worked as a publicity photographer for The Bahamas Development Board.
In 1946 Mitchell purchased *Carib* (John Alden's *Malabar XII*) and sailed throughout the Eastern Caribbean. Richard Dey wrote in the December 1999 issue of *Compass*: "Yachting in the English-speaking West Indies did not accelerate into modernity until 1947… when an unknown photographer and journalist named Carleton Mitchell sailed up the Lesser Antilles in a 46-foot ketch and wrote an amazing chronicle of his trip, *Islands to Windward* . This was the herald of sailing among the islands as we know it now…. It was also the start of a brilliant career for Mitchell, arguably the greatest American yachtsman. (H)is association with the islands spanned five decades, four boats, and two books, each with revised editions.
"…Mitchell sailed up the islands, from Port of Spain to Annapolis, over four months in the winter of 1947. He had shipped the *Carib*, a 46-foot Alden ketch, on a steamer to Trinidad, having sailed the boat the previous winter among the Bahamas and Greater Antilles…. The result of the voyage, *Islands to Windward*, is astonishing. To have done all he did to produce the book, and a book of such high quality, in so little time from the deck of a small yacht is nothing short of incredible…"
"In both color and black and white, the full- and half-page pictures in the oversize (22 x 28 cm) book capture the West Indies as they were at the end of colonialism, on the eve of redevelopment. To see *Carib* at anchor with only local sloops and schooners for company in Admiralty Bay or utterly alone in English Harbor off the abandoned dockyard is to get some idea of how yachting has grown over the last half of the century. *Carib* was the only yacht in any harbor between Grenada and Saba; only once, in Castries, did he encounter another…. Much might be made of Mitchell's cruise, showing it to be the bridge from yachting as a unique pastime to a common one, the fulcrum between the colonial past of the region and its independent future.
"(Mitchell made) a second investigative voyage in 1965. This time he was in the 38-foot yawl *Finisterre*, with which he had won three Bermuda races in succession. He was again working for the *National Geographic*, producing first articles for the magazine (the articles were subdivided by island group), and then a book, *Isles of the Caribbees* (1966)….
—Continued on page 46

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BUSINESS BRIEFS

20-Ton Crane for Spice Island Marine, Grenada
Spice Island Marine Services is proud to announce a new mechanical addition to their popular boatyard on the south coast of Grenada: a 20-ton crane which can handle masts up to 80 feet. SIMS' Justin Evans says, "By investing in our own crane we are now able to offer customers reasonably priced mast removal during the summer storage season. Mast removal is optional, and though we recommend it we do advise you speak to your insurance companies regarding their specifications. Our recently built mast rack offers secure storage at a low daily rate.
"Though the infamous Hurricane Ivan passed three years ago it is still fresh in many a yachtsman's memory, especially those who experienced the brunt of this hurricane's force. We at Spice Island Marine are fully aware of this, as we too felt the full impact, but we have treated this as an experience from which we were able to learn positive lessons. Our storage methods have since been updated to all major insurance companies' specifications. This includes steel cradles, all boats' tie-downs, welded chocks and separate storage sections depending on the degree of preparation each boat has taken. We at Spice Island Marine Services are dedicated to bringing secure storage to your boats and peace of mind to you. We look forward to many upcoming successful and safe storage seasons."
SIMS is a conveniently located full-service boatyard, with a major chandlery, sail loft, restaurant and more on site. Electricity and water are available to all boats in the yard, and security is 24 hours a day, every day. *For more information see ad on page 23.*

St. Lucians Complete Volvo Marine Training
Max Krowdrah reports: At the beginning of 2007, Marintek, an electrical and refrigeration workshop located at Rodney Bay, St. Lucia, was welcomed into the Volvo Penta marine family. Marintek's managing director, Egbert Charles, promised, "In the near future we'll offer full service for Volvo Penta marine engines, a first for Rodney Bay." That's a promise he's kept, with Volvo's help of course.
In June, Charles was accompanied to Martinique by fellow St. Lucians Alwin Augustin and Hubert Sonson for a seven-day training course based on the eco-friendly D3/D4 Volvo marine diesel. A 35-foot Bavaria yacht, *Out of Sight*, was supplied for both transport and accommodation by Ulrich Meixner of DSL charter company, also based in Rodney Bay. *Out of Sight* was skippered by charter captain and diesel mechanic (of course), Hubert Sonson.
Legendary, in the field of Volvo diesel mechanics at least, Bengt Gustafssson led the course and the trio completed a hands-on section where they dismantled and then re-assembled a used engine and an H63 marine gearbox. Practical work was complimented by a theory/computer diagnostic segment including correcting fault codes generated by the engine; this included compression, fuel and exhaust emissions. Adjustments are facilitated courtesy of a "palm pilot", with printouts available for both customer, mechanic and dealer to assess the engine's efficiency.
Charles described the course as "comprehensive, practical and relevant." With 16 years of Rodney Bay experience, and all which that entails, Charles knows what he's about. "This is the third Volvo course I've attended in two years and with the backup, training and tools I'm confident Volvo will thrive in St. Lucia."

Caribbean's First Flying Tiger for Antigua
The Flying Tiger 10 M (FT10), a new ten-metre, one-design club racer designed by Bob Perry and built by Bill Stevens at Hansheng Yachts in Xiamen, China, is among the nominees for Sailing World Boat of the Year 2007. The first one to reach the Caribbean has just arrived.
On the class association's website, Perry writes: "The idea was to design a boat that would fit into a container for shipping. For me that meant manipulating the beam of the boat so that when the boat was tilted 30 degrees it fit tightly into the container. Bill chose ten meters as the overall length we would work with. I drew a light and fast hull with a lifting bulb keel and outboard rudder… Interest in the design grew (and) I was soon peppered with questions as to the specifics of the design. Unfortunately all that existed of the design at that point were preliminary drawings… Then without thinking much about it, I suggested that the Sailing Anarchy website (www.sailinganarchy.com) readers contribute ideas that would help me solidify the design. This opened the flood gate and started a process that I think is unique in the history of American yacht building."
The concept of incorporating the best of freely contributed ideas soon resulted in deposits for over a hundred boats.
Perry adds, "There was a lot of China bashing in the early days of the project… There was rampant doubt that we could bring this project to reality and if we did we would be putting out a poorly built, 'cheap' boat. They were all wrong."
Today, Flying Tigers are actively raced in North America and Australia, as well as China, and very soon will hit the Caribbean circuit.
Sven Harder of Antigua tells *Compass,* "We have just ordered the first Flying Tiger to be shipped to the Caribbean. I am sure that this very affordable boat will be all over the Caribbean in the future. Hull number 42 is scheduled to arrive in St. Maarten in a 40-foot container as this issue of *Compass* goes to press. We will assemble the boat at Bobby's Marina and sail it to Antigua soon after."
The Flying Tiger already has Caribbean connections. Jeff Fisher of Grenada, who co-authored the *Cruising Guide to Venezuela* with Chris Doyle and was *Compass's* original Grenada island agent, moved to China four years ago to oversee production of this and other Bill Stevens' boats at the Hansheng factory. In the 1970s Bill Stevens owned and ran Stevens Yachts, one of the first yacht charter companies in the Windward Islands. Bet they can't wait to see how the Flying Tiger performs in the tradewinds!
For more information on Flying Tigers visit www1.ft10class.info/index.htm and www.sailinganarchy.com/forums/index.php?showforum=15.



The Flying Tiger one-design racer — poised to pounce on the Caribbean circuit?

Yacht Haven Grande St. Thomas Finalizes Phase I
Having opened in March of this year, Yacht Haven Grande St. Thomas marina is finalizing Phase I of its construction and will immediately continue on into Phase II. "We are incredibly pleased with the success that we are experiencing at Yacht Haven Grande St. Thomas and the manner in which the development is coming together," said Andrew L. Farkas, CEO of owner/operator Island Global Yachting (IGY).

—*Continued on next page*

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"The renaissance of St. Thomas as a world-class yachting and nautical tourism destination has begun."
Construction of Phase II of the marina, led by the introduction of 25 slips fronting on the Yacht Club, is expected to commence this month. Advance bookings for the 2007/2008 yachting season are reportedly strong.
The Marina at Yacht Haven Grande offers world-class amenities such as high-speed in-slip fueling, black water pump-out and waste oil removal, up to 600 amps of three-phase power, WiFi, 24-hour security including full ISPS compliance, side-to berthing for yachts up to 450 feet and beyond, and 18-foot-wide concrete docks and piers. The marina services include comprehensive provisioning, catering, laundry, florist, and ships' chandlery.
To complement Yacht Haven Grande, located in St. Thomas Harbor on the island's south coast, IGY also recently acquired American Yacht Harbor on the east end of the island at Red Hook. This full-service marina accommodates vessels between 30 and 70 feet, and is one of the most active marinas in the area.
"Strategically from a business standpoint, these two marinas are the perfect marriage," stated Jeff Boyd, IGY Executive Vice President of Marina Operations. "During the summer season, larger vessels do not stay in the Caribbean, due to insurance restrictions, therefore facilities like Yacht Haven Grande that cater to these megayachts will be at a reduced occupancy, while smaller craft and sportfish marinas like American Yacht Harbor will remain busy year-round and can actually drive business to your other marinas. In the winter season, however, the limited number of facilities such as Yacht Haven Grande which can berth the megayachts returning to the Caribbean are a valued commodity and lead the nautical tourism industry in occupancy and revenue."
For more information visit www.yachthavengrande.com.



Head firefighting officer for STCW'95 certification, Marco London (at right), with MSWI students in St. Maarten

New Shoreside Bar in St. Vincent
Cheers Sports Bar and Guest House is now open, just opposite Young Island at one of the more popular yacht mooring spots on St. Vincent. If it's just too much trouble to get back to the boat after a Black Pearl cocktail at Cheers' open beach bar, or you want a night ashore to be sure to catch a flight from the nearby airport, Cheers offers seven rooms at affordable rates. There's a barbecue every Friday night from 6:00PM, with music by house DJ Maggie.
For more information, phone or fax (784) 457-4004.

MSWI to Open Maritime School in Grenada
The Maritime School of the West Indies (MSWI), headquartered in St. Maarten, will soon open a second school in the region. It is hoped that an office will be open by the end of the year at the new Port Louis Marina, located in St. George's Lagoon, Grenada.
The MSWI is an International Yachtmaster Training (IYT) affiliated institution (see www.Yachtmaster.com) and has instructed hundreds of megayacht crew, day-charter crew and even coastguard personnel from St. Maarten and Curaçao, over the past years. Courses given in St. Maarten include the UK Maritime and Coastguard Agency (MCA) recognized STCW'95, Master 200 Ton Coastal, Offshore and Ocean, and several others for professional officers and crew, as well as recreational courses such as the Bareboat Captain's course.
MSWI is officially recognized by the government of the Netherlands Antilles, and the IYT and MCA courses are approved by 25 administrations worldwide.
Principal of the school, Veerle Rolus, said that, during a recent two-week visit to Grenada, she was absolutely impressed with British entrepreneur and yachtsman Peter De Savary's Port Louis Marina project and the opportunities that Grenada has to offer to the yachting and tourism industries.
"We'd been to Grenada a very long time ago," added Veerle, "so we knew already that the local people were really friendly. But nevertheless we've been overwhelmed. Each time when we were driving around and stopped to ask for directions, people would run to the car and spend time to explain it all. All the employees in supermarkets, restaurants, you name it, were friendly. This is the way every island should accommodate its tourists.
"We've had meetings with representatives from Peter De Savary's company and himself, the Marine and Yachting Association of Grenada (MAYAG), the Grenada Yacht Club and the Grenada Government, and they all welcome you with open arms. I think that Grenada has a bright future."
The aim of the new maritime school is to have a small office in Port Louis Marina, and classroom facilities, additional offices and apartment space in a building nearby. To instruct the official five-day MCA-recognized STCW'95 course, MSWI needs to find a certified swimming pool where sea rescue instruction can be taught.
Class 4 Captain and official IYT instructor Lou Hoffman will start up the first courses in Grenada while the school will look for local people willing to become instructors at the school.
Marco London, a professional firefighting instructor who used to work for St. Maarten's government fire department and who is already approved by the school, will conduct the first marine firefighting courses in Grenada and will teach interested local firefighters to take over his STCW'95 instruction job later on.
A school-approved St. Maarten doctor will do the same for the first aid and medical courses.
Along with the STCW'95 course, the Maritime School of the West Indies in Grenada will also offer sailing courses, RIB courses, Bareboat Captain licenses, Master 200 Ton Yachtmaster courses and others. The school will work in close cooperation with MAYAG and the Grenada Government.
For more information visit www.MSWI.org.

Brokers to Celebrate 25 Years at Antigua Charter Show
The international Charter Yacht Brokers Association (see www.cyba.net) will celebrate its Silver Jubilee at the Antigua Charter Yacht Show this year with a gala cocktail party held at the Admiral's Inn at Nelson's Dockyard on December 7th. All charter brokers are welcome. The Charter Yacht Brokers Association now lists more than 70 members.
For the past 46 years, a charter yacht show in Antigua has given brokers the opportunity to personally inspect yachts in the Caribbean charter fleet and meet their captains and crews, so the best possible matches can be made between clients and boats.
Registration is now open for the 2007 Antigua Charter Yacht Show, which will run from December 5th to 10th. Early registration opens on December 4th, when the Captains' Briefing will also take place.
To accommodate all the yachts, the show will be hosted at three marinas: Nelson's Dockyard Marina in English Harbour, the Falmouth Harbour Marina and the Antigua Yacht Club Marina. Yacht viewing hours are from 9:00AM to 5:00PM daily with one hour for lunch between 12:30PM and 1:30PM.
The latest schedule of events for the Antigua Charter Yacht Show 2007 show is available at www.antiguayachtshow.com.







Regional Ferry Due to Start This Month

by Norman Faria

The much-talked-about need for a passenger/cargo sea transport system serving the Eastern Caribbean area should be addressed by the expected launching this month of a ferry system out of Port of Spain, Trinidad.

The private sector initiative is centered on an ex-Canadian ferry which up until recently plied among Canada's Atlantic provinces.

After a period of refurbishing in Newfoundland, including installation of more cabins and amenities, the newly renamed *Caribbean Rose* is due to arrive in Trinidad this month, according to George James, the Managing Director of the Global Steamship Agencies which represents the vessel.

The steel-hulled ferry has a capacity to carry 300 passengers, both in cabins and seating arrangements. Additionally, the 2,558-gross-tonne vessel can accommodate 55 vehicles and 400 tonnes of general cargo.

Mr. James, speaking at his office in the old Mariner's Club Building on Wrightson Road across from the Port of Spain docks in Trinidad, said he was enthusiastic about the project.



NORMAN FARIA

"I know this will work. We wouldn't have got involved if we didn't see the need for such a service. I think experience is the key to it all. There is the expression 'bridging the gap' from a previous ferry system. We are now revisiting the gap," he observed.

The *Windward*, a slightly different type of ferry built in Scandinavia, operated on a route covering St. Lucia, Barbados, St. Vincent, Trinidad and Margarita Island, Venezuela, during the 1990s. It went out of service in March 2000. Mr. James declined to go into details of why that commendable effort went on the rocks. He however pointed out that the route of the new system would be expanded. For example, the *Caribbean Rose* would be calling at Dominica to pick up fruits and vegetables there for transport to other regional countries.

Asked about placing Guyana on the route, so that Guyanese vegetable and fruit exporters can have an additional export carrier, Mr. James said this would be a future consideration along with other ports as the business expands. He cited other ports, such as some in Puerto Rico and Venezuela. Shipping agents have been identified in several ports already, he disclosed.

In addition to the cargo, Mr. James encourages regional people and extra-regional tourists to take up what he called the "unique, exciting experience" of traveling on a regional sea link. He pointed to its advantages, for example, value for money compared to increasing air fares. Although the ferry's fee schedule is still to be finalized, he envisages a US$10 to $15 charge per person per night for cabin accommodation. Meals would be for sale at the onboard cafeteria. The firm is working to reduce red tape in permitting the transporting and use of vehicles among the various countries where the vessel will call.

Though the operation's head office is in Port of Spain, the ferry will be registered in Kingstown, St. Vincent & the Grenadines. The ferry will have crew from CARICOM countries and Mr. James said he had no objection to them being represented by a seafarers' union.

Asked about recent news out of Port of Spain that a new ferry is being seriously considered by the regional government body CARICOM, Mr. James said he expected this to complement the private sector initiative. "I think it would be very complementary to ours, since I believe they are going much farther than we are and perhaps to more ports."

Left: Managing Director of the Global Steamship Agencies, George James, says, 'We see a need for such a service'

Right: Formerly named the Maritime Princess, *the 300-passenger* Caribbean Rose *aims to create an affordable sea link for the islands*



Aside from the *Windward* and other efforts such as the *Stella S I* and *Stella S II* (the latter vessels operated by the late Barbadian Captain Albert Selby), previous inter-regional ferry services included the Canadian government-donated and Eastern Caribbean governments-run *Federal Palm* and *Federal Maple* which serviced the islands during the early 1960s.



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REGATTA NEWS

Rosenberg Tops Caribbean Keelboat Champs
The North Sails Caribbean Keelboat Championships saw a total of 18 races sailed in the Simpson Bay



Once again, Chris Rosenberg and his St. Thomas team gave an outstanding performance

Lagoon, St. Maarten, over the weekend of June 16th and 17th. The first six races determined the Gold and Silver Fleets, and an additional 12 races determined the winners.
In the Gold Fleet, last year's winner, Chris Rosenberg of St. Thomas, USVI, from Team Vertical Yachts, gave an outstanding performance with four first places out of six races. Local St. Maarten sailor, Frits Bus, placed second with his Team Carib. Third place was awarded to the Stanton brothers, Chris and Peter, from St. Croix, USVI.
In the Silver Fleet, first place went to Donald Stollmeyer and Team Bacchanal Boys from Trinidad & Tobago. Second place was awarded to Team Scuba Shop of St. Maarten, led by Simon Manley. Third went to Team Wadadli Too, led by Bernie Evan-Wong of Antigua.
The all women's team was led by Emma Paull of Tortola, BVI, who has been on the top women's team for the past three years. Although unable to repeat their success at this North Sails Regatta, they placed second during their first race to make it into the Gold Fleet.
Conditions on the water were ideal. Spectators aboard the floating observation point *Explorer* saw fantastic sailing by some of the Caribbean's best sailors. Teams used the floating dock alongside the *Explorer* to switch boats, allowing the races to keep a steady pace.
The North Sails Regatta has been considered an innovative regatta to be copied. This year the regatta introduced an umpiring model that may turn heads. The island is fortunate to have a senior international judge in the person of David de Vries and by coincidence, another senior judge and umpire, Rob Overton from the USA, happened to be on the island. Together these two designed a penalty system which builds on the existing rules and allows a combination of the existing penalty system that is initiated between competitors as well as one initiated by the on-the-water judges. The penalty levels are designed so that there is an incentive for compliance with participant-initiated penalty calls. In this first try-out, the system worked well and the consensus was that this highly competitive event with very close racing was saved from the possible antagonistic relations that sometimes occur in regattas at this level.
Between the on-the-water judges, the floating observation point, and the incredible racing by all 18 teams, this event was unquestionably a success and one that these sailors will add to their schedule for the 2008 racing season.

17-Year-Old Helms Financial Services Winner
Seventeen-year-old BVI sailor Bryshaun Scatcliffe helmed Team Conyers Dill & Pearman to victory in the team's third attempt to win the Financial Services Challenge. This one-design event was sailed in eleven IC24s on June 24th out of Nanny Cay Marina, Tortola, BVI.
The event, organised by Racing in Paradise and sponsored by the BVI International Finance Centre, stars employees of companies within the BVI financial services sector. The participating teams were Banco Popular; Beacon Capital Management; Conyers Dill & Pearman; Deloitte; INTAC; Maples & Calder; Nerine; Ogier; RSM; Tricor; and Walkers.
The teams met at the Royal BVI Yacht Club on the Friday preceding the event for the weigh-in, briefing and Moet & Chandon Brut Imperial (Epernay) N/V reception. Saturday was practice day and the battle began Sunday.
A new rule this year allowed financial-service teams to engage the services of one or two outside sailors to improve their chances. This meant that many smaller companies were able to race competitively.
Team Conyers, which came second in the 2005 and 2006 Financial Services Challenges, went into the final race tied on points with Deloitte. Helmsman Scatcliffe managed to win the pin end with great speed as they took off along the shore just off Nanny Cay. Andrew Waters, helming for Deloitte, started midline and looked to be in great shape finding clean air and the freedom to tack off when he wanted.
As Conyers tacked back towards the fleet it became obvious that the committee boat end of the line had been favoured. Team Deloitte crossed comfortably and managed to get three boats between themselves and Conyers once the windward gate had been rounded. It all looked to be over until the two teams took opposite leeward marks and Conyers sailed a great final upwind leg to get ahead of Deloitte by the windward mark.
Conyers sailed the last run home to the finish to win the event. Deloitte took second place, and third place went to Ogier, helmed by George Lane.
At the prizegiving, Guy Eldridge, partner at Conyers, praised young Bryshaun Scatcliffe for steering the team to victory. "I was very excited for our helmsman, who proved himself in the front rank of BVI's young up-and-coming sailors by driving us to the win after two years of placing second. He was aggressive in claiming the pole position at the starts and handling the boat in tight spots on the race course. He showed exceptional maturity by leading us to several important comebacks when things did not go well for us initially."
Team Maples & Calder was awarded a prize for sportsmanship; each of the crewmembers, including novices, took the helm for at least one race.

Carriacou's Windward Cup
Stick around — the Windward Cup regatta for indigenous Grenadines sailboats will be held in Carriacou on August 18th and 19th, two weeks after the Carriacou Regatta Festival. The Windward Cup's three-race format will feature two separate courses, one for decked vessels in Classes A (40 feet and longer), B (35 to 40 feet) and C (under 35 feet), and the other for open "stern boats" in two classes. In addition to prizes in each class, every boat that finishes the course for each race will get a participation award. For off-island participants, accommodation will be available.
Organizer Billy Pringle says, "We'd like to make this regatta a signature end-of-season event for the Grenadines, showcasing local boatbuilding and racing skills."
For more information see ad on page 16.

Bahia Redonda Clasico 2007 Canceled
The Bahia Redonda Clasico Regatta, usually held in the waters off Puerto La Cruz, Venezuela, in October, will not take place this year.

Aruba's Billfish Tournament
Aruba's 34rd International Billfish Tournament, hosted by the Bucuti Yacht Club, will take place November 2nd through 4th. First prize is US$10,000!
For more information contact bucutiyachtclubaruba@yahoo.com.

Multi-Island Race Set for November
The fourth edition of the Course de l'Alliance regatta is set for November 23rd through 25th. This event takes racers from Dutch St. Maarten to St. Barths, on to Anguilla, and finally to French St. Martin. Organizers hope to top last year's 23 entries. Registration will take place on the Thursday before the event at the Sint Maarten Yacht Club, a long-time supporter of the event. The skippers' briefing will be held at the Spinnaker Bar & Grill just downstairs of the Yacht Club after registration.
The entry fee of 150 Euros includes breakfast and dinners for a crew of four; additional crewmembers can be fed for 50 Euros each. Registered boats are eligible for free dockage at the Marina Fort Louis at Marigot, St. Martin, but space is limited so make arrangements ahead of time!
For more information visit www.coursedelalliance.com.

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3rd St. Maarten-St. Martin Classic Yacht Regatta Scheduled

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta organization have announced that the 3rd St. Maarten-St. Martin Classic Yacht Regatta is scheduled for the third week-end in January 2008. The program is spread over four days with three race days and four parties. The event starts with registration followed by the official opening cocktail party and skippers' briefing on January 17th, 2008.

Friday will be the first race day with a course start around 11:00AM out of Simpson Bay, St. Maarten, racing to the French side of the island. The yachts will be on the docks at Fort Louis Marina at Marigot after the regatta, which will allow the public to see the magnificent classics. Drinks and food will be available for captains and crew, and a party for everyone will be thrown in the Fort Louis Marina parking lot.

Saturday will see the yachts starting at 10:00AM on a course to Great Bay, where they will arrive in the early afternoon. A regatta village on the beach at the Pasanggrahan Royal Guest House will accommodate the public while yacht owners, captains and crew will be offered the famous free beach buffet. Local boat races will be held at around 4:00PM, in cooperation (as last year) with Taloula Mango's, with starts right in front of the bar and restaurant. Evening activities and the regatta party with live band will also be concentrated around Taloula Mango's. A VIP location will accommodate press, sponsors and invited guests the same evening.

The start on Sunday will be again at 11:00AM out of Great Bay and yachts will race to Simpson Bay, finishing around 4:00PM. A second local boat regatta will start off the Great Bay beach on Sunday.

A silent auction, awards ceremony, buffet and prize-giving party in Simpson Bay will close off the first-class sailing event. Richard West from Anguilla, who won the first place overall in the two previous St. Maarten-St. Martin Classic Yacht regattas aboard *Charm III*, will defend his title.

Together with a new classic regatta in Grenada scheduled for February (see item below) and the long-established Antigua Classic Yacht Regatta, the Caribbean circuit for classic yachts becomes ever more attractive.

For more information visit www.ClassicRegatta.com.



ELSKOON

Third time could again be a charm for Richard West's Anguilla-registered classic schooner, Charm III

Port Louis to Sponsor Grenada Sailing Festival

Port Louis Grenada and the Grenada Sailing Festival have announced that Port Louis, Grenada's newest marina, will be the new title sponsor of the Grenada Sailing Festival. As title sponsor, Port Louis Grenada will make a significant contribution to the festival over the next three years.

Additionally, Port Louis will also provide the needed infrastructure for the successful staging and growth of the event. The Port Louis Marina will be able to provide berthing facilities for over 300 boats and the organizers say this will enhance the already well-established international sailing event.

The Port Louis Grenada Sailing Festival 2008 will be held from January 25th through 29th.

For more information on Port Louis visit www.portlouis-grenada.com. For more information on the Grenada sailing Festival visit www.grenadasailingfestival.com



Danny Donelan of Port Louis Marina (center) joins other sponsors' reps in a toast to Grenada Sailing Festival 2008. For complete list of sponsors visit www.grenadasailingfestival.com/sponsors.htm

New Classic Regatta Announced for Grenada

West Indies Events, organizers of the St. Maarten - St. Martin Classic Yacht Regatta, have announced that a new Classic Regatta is scheduled to take place in Grenada from February 21st through 24th, 2008.

The Grenada Classic Yacht Regatta, with three race days, is organized in cooperation with Fred Thomas of Shipwrights Ltd. who held the Wooden Boat Regatta in Grenada for several years. West Indies Events will also work closely with the Grenada Yacht Club, the Marine and Yachting Association of Grenada, the Government, local hotels, marinas and businesses.

The Grenada Classic Yacht Regatta will have registration, followed by the skippers' briefing and the official opening party, on the Thursday.

On the Friday, the start will be out of St. George's Harbour. The yachts will sail along the Grand Anse coast and finish back in St. George's, where a free buffet and drinks will be offered to all captains, crew, press and VIPs. If possible, local workboat races will be organized starting at 4:00PM on Grand Anse Beach. A Friday night party with a live band will be open to the general public.

Saturday's race will also start out of St. George's, and will finish in St. David's Harbour on Grenada's south coast. A free buffet will be offered for participants and invited guests at the Water's Edge restaurant, compliments of Bel Air Plantation. A beach party for all with a live band is also scheduled.

On Sunday the yachts will leave St. David's Harbour to sail back to St. George's. The yachts will sail into St. George's Harbour in a parade and return to the docks. An awards ceremony will be held in the late afternoon followed by a prize-giving party.

Registration for The Grenada Classic Yacht Regatta plus schedules, program, race instructions and courses will be available soon at www.ClassicRegatta.com.

Correction

The overall third place winner in Racing/Cruising Class in the Tour de Guadeloupe 2007 was Luc Coquelin on *Crédit Maritime*, not *Sofaia Parapharmacie* as reported in the July issue of *Compass*.

Stay Tuned!

We've run out of space, so we'll bring you the news about the IRC Division in the Rolex Regatta 2008 next month!

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Scotiabank Regatta Highlights Junior Sailing Talent



DEAN BARNES



Left: Puerto Rico's Fernando Monllor in the lead to take first place among 95 young sailors racing in St. Thomas. His team-mate Raul Rios later won the Optimist North American Championship, held in Mexico in July.

Above: Nikki Barnes of St. Thomas practiced five days a week for 13 months straight to become Scotiabank's Top Girl. She went on to win Top North American Girl at the Opti North American Championship, and as this issue goes to press she's competing in the Opti Worlds in Sardinia

by Carol Bareuther

An A-level advanced fleet and budding Green Fleet at the 15th Annual Scotiabank Caribbean International Optimist Regatta, held June 22 to 24 out of the St. Thomas Yacht Club in the US Virgin Islands, gave notice to the world that Opti sailing is thriving in the Caribbean.

The participants, all between eight and 15 years old, came from Curaçao, Trinidad & Tobago, Barbados, the British Virgin Islands, all three US Virgin Islands, Puerto Rico, the Dominican Republic, Cayman Islands, Bermuda, the US mainland from South Carolina to Washington State, and even Germany. Yet it was Puerto Rico's Fernando Monllor who sailed to the top of the record-setting 95 entries, with his fellow islanders Raul Rios (reigning South American champ) and Ivan Aponte (reigning North American champ) following in second and third places overall, respectively.

Monllor, age 13, said his secret to success was "great starts and covering the fleet right to the finish."

He adds, "I rounded the mark twenty-ninth in one race. After that, I just told myself, 'I'm fast', as a way to psych myself to catch up. And, I relaxed. My coach helped me learn that. It helped."

Monllor also won the 13- to 15-year-old Red Fleet, while St. Thomas' Nikole "Nikki" Barnes, who ended fourth in Red, took the Top Girl and Pete Ives Sportsmanship titles.

Following a spectacular tacking duel in the last race of the regatta against Christopher Williford, of Florida, St. Thomas' Ian Barrows won the 11- to 12-year-old Blue Fleet by a narrow five-point lead after 12 races.

—Continued on next page

Yacht at Rest, Mind at Ease





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—*Continued from previous page*

St. Thomas' Addison Hackstaff enjoyed two celebrations on the regatta's final day — a win in the ten-years-and-under White Fleet and his 11th birthday. "I got a black flag the first day for being over early. Boy, I really hated that. And, that's when Odille was winning," said Hackstaff. "The second day I really thought about my strategy because I really wanted to win, and I did."



On-the-water judging by Curaçao's Cor van Aanholt, here with his 13-year-old son, Ard. (Gee Cor, can't you rig a sail on that kayak?)

Curaçao's Odille van Aanholt ended second, and enjoyed being in the lead the first day in spite of seasickness. "I like being at the top. So when I felt better, that's what I tried for," said van Aanholt, whose brother Just raced in Blue Fleet, brother Ard sailed in Red Fleet, and father, Cor, an international sailing judge and former Sunfish World Champion, coached from a kayak.

In the beginners' Green Fleet, Cayman Island sailors cleaned up first and second places. Elliot Vernon took first, after sailing an Optimist for less than a year. "This was my first international regatta," Vernon said. "What I like best about Opti sailing is going fast, meeting new people and traveling."

St. Thomas' Green Fleeter, Kai Holmberg, enjoyed his first Scotiabank Regatta, but had a tough time pulling himself away from the television on the regatta's second day. No, he's not addicted to cartoons. Rather, his uncle, Peter Holmberg, was making news by helping *Alinghi* win its first race of the 2007 America's Cup.

Karen Rice, regatta co-director with Cindy Hackstaff, said, "We're very pleased with the growth of this regatta over the years. It's become bigger and better. In fact, the number of boats almost equals our International Rolex Regatta for yachts, making it one of the largest events we host."

About Optimist sailing Rice adds, "Kids learn tremendous skills, such as leadership and taking responsibility for themselves and their decisions."

Scotiabank Caribbean International Optimist Regatta 2007 Winners

Overall
1) Fernando Monllor, Puerto Rico, 54 points
2) Raul Rios, Puerto Rico, 64 points
3) Ivan Aponte, Puerto Rico, 77 points

Top Girl
Nikole "Nikki" Barnes, St. Thomas, USVI, 88 points

Red Fleet
1) Fernando Monllor, Puerto Rico, 54 points
2) Raul Rios, Puerto Rico, 64 points
3) Ivan Aponte, Puerto Rico, 77 points

Blue Fleet
1) Ian Barrows, St. Thomas, USVI, 123 points
2) Christopher Williford, USA, 128 points
3) Eduardo Ariza, Dominican Republic, 189 points

White Fleet
1) Addison Hackstaff, St. Thomas, USVI, 440 points
2) Odille van Aanholt, Curaçao, 492 points
3) Antonio Bailey, Bermuda, 551 points

Green Fleet
1) Elliot Vernon, Cayman Islands, 37 points
2) Camilo Bernal, Cayman Islands, 52 points
3) Alexandria Rich, St. Croix, USVI, 53 points





T&T's Youth Sailing Program Spreads Optimism

Trinidad & Tobago has embarked on an ambitious program to spread the joy of sailing to children throughout this twin-island republic in the southern Caribbean. Although Trinidad, especially, produces world class racing yachtsmen and boasts one of the Caribbean's most active yacht service ports at Chaguaramas, sailing has been seen by the majority of the population as an activity for the local elite and for foreigners. Operation Optimist aims to change that.

Operation Optimist is a national youth development program run by the Trinidad & Tobago Optimist Dinghy Association (TTODA) working together with the government. The president of TTODA is David Lewis, and the vice-president is Colin Barcant. David initiated the Optimist program in Trinidad in 1991 after seeing the Optimist program in Martinique while he was the President of the Trinidad & Tobago Sailing Association. Since then, TTODA has used the Optimist boat to teach hundreds of kids to sail at Chaguaramas.

David recognized that there were limitations involved in getting all of Trinidad to come to sail in one location and decided to get the government involved to take the



DEAN BARNES

The Optimist North American Championship 2005 was held in Tobago. Afterward, the national Opti association bought many of these boats to help get more local kids into sailing

project to underprivileged kids in coastal villages around the country. Swedish experts came to Trinidad and made a survey of all the potential locations. These include Point Fortin, Vessigny and Point a Pierre on Trinidad's west coast; Invaders Bay in Port of Spain; Las Cuevas on the north coast; and Buccoo Village and Speyside in Tobago. Operation Optimist was officially launched on May 11th, 2007, at Vessigny Beach where the program's pilot school opened in September, 2005. Today, the Operation Optimist program at Vessigny, in the south of Trinidad near the Pitch Lake, is up and running while work is ongoing at other sites.

According to TTODA's leaders, "Our vision is to extend the sport of sailing to children from all walks of life by establishing a series of Optimist Youth Sailing Schools in coastal communities, where boys and girls between the ages of seven and 11 years can learn to single-handedly sail a little... dinghy called an Optimist at minimal cost to them or their parents.

"More than their involvement in a physically and mentally challenging sport ideally suited to the coastal towns and villages where they reside, we are convinced that learning to sail at a young impressionable age will give our nation's youth a foundation of knowledge, discipline, positive attitudes and behaviors that will chart their course for more promising and hopeful futures."

Brochures which are part of TTODA's introduction to the public note that the personal and social development aspect of the program is paramount, whether the children involved simply sail for fun, decide to get involved in competitive sailboat racing, or ultimately are led to one of the many careers in the marine sector.

The only requirement for children in the specified seven- to 11-year-old age group is the ability to swim. Similar programs based on a proven international template developed by the International Optimist Dinghy Association (IODA) have been successfully implemented in IODA member countries worldwide.

At eight feet long and with a single sail, the Optimist dinghy is sailed in over 110 countries by over 150,000 young people. The Optimist dinghy is designed to teach children as young as seven years to sail, yet technical enough to hold the interest of a young teen. Optimist dinghy championship regattas are held in all six continents and a world championship is held each year. At the 2004 Summer Olympic Games in Athens, over 60 percent of the skippers and 70 percent of the medal-winning skippers were former Optimist sailors.

The annual Optimist North American Championship Regatta was held at Pigeon Point, Tobago, in June 2005. This was the first time a Caribbean country had hosted the event. One hundred eighty-five Optimist sailors from 18 nations participated. Three young T&T sailors — Anthony Alkins, Matthew Scott and James Leighton — placed in the top ten in the Individual Event, and Trinidad & Tobago came fourth in the Team Event. Operation Optimist had the foresight to purchase many of the Optimist dinghies which had been brought to Tobago for the regatta.

Later that year, T&T's Matthew Scott won second place in the Optimist World Championship 2005 held in Switzerland.

David Lewis tells *Compass*, "Coaching is the life blood of the program and we are continuing to seek funding for foreign coaches until we have developed our own. We have 60 boats in stock for immediate expansion and that will bring our total stock on the islands to approximately 150 Optimists. This means that we can have great local and regional regattas at a moment's notice."

True to Operation Optimist's motto, "A new wave of hope... from a little sail boat", Trinidad & Tobago has won the bid to host the 2009 Optimist World Championships. TTODA is awaiting financial support approval from the government.

For more information on Operation Optimist contact David Lewis at tel (868) 645-5522.







Virgin Beauty – Really!
Or, St. Thomas: A Rebuttal

by Barbara Gail S. Warden

A part-time cruiser, one of my main bases on dry land is the Virgin Islands' notorious St. Thomas. Yes, St. Thomas. Yes, I know, you anchored in St. Thomas Harbor next to three megalithic cruise ships disgorging 3,000 sweating tourists apiece. Or banged your shins and head in the steady — or rather, unsteady — swell perpetually running into the cute, overpriced harbor of Red Hook. I did too. Why develop a harbor open to the tradewinds?

But when you know where to go, St. Thomas is different. While I've heard some locals say they don't touch the ocean from one month to the next (tough on an island 20 miles long and about three miles across, but you hear it all the time), my friends and I — well, we're a little different. Maybe we haven't been around the island long enough to be inured to its beauty. Maybe we've been here just long enough to appreciate it. However it happens, we appreciate its marvels, and here are the ones you should visit. From your boat.

Honeymoon Cove at Water Island

Water Island, a gorgeous anchorage or a short dinghy ride from Crown Bay or St. Thomas Harbor (yes, just ten minutes from the dreaded cruise ship docks), is like the Nantucket of the Caribbean. No, Fire Island, because many insular natives here drive golf carts instead of cars. The basic, inherent psychic disconnect between busy commercial St. Thomas dwellers (the New York or Jersey of the region) and these reclusive and iconoclastic islanders means that practically no one ever comes here.

And Honeymoon Bay is the most beautiful spot. This remote little slice out of paradise is a small cove sheltered on three sides, lined with white sandy beach, palm trees, and a few rickety thatched shelters. It's remote enough that I've never seen it packed — often, it's practically empty.

Sailboats lie gently in this great anchorage, one of the few here truly protected from the prevailing winds: you can rest smoothly at anchor under the shelter of the big rock headlands that leave only the west open. The approach is dead easy, and with the wind cut off by the island you practically coast to a stop in a perfect spot for your anchor. And the rocky headlands plunging into the water are also a great bet for marine life — fishing and snorkeling. During the day, Heidi, a transplant from mainland US, drives up in a truck and grills burgers, hot dogs, and truly amazing sloppy joes (wait, I think the joes are only on Thursdays) by the beach. On Saturday nights, you can dinghy in and reserve a picnic table for a moonlit gourmet dinner under the stars. Or radio the Pizza Boat to deliver pizza to your cockpit (really). And don't miss movie night, where they rig a giant translucent sheet you can watch from both sides — from the beach or from your boat — and not oldies, but spanking new releases. Go figure.



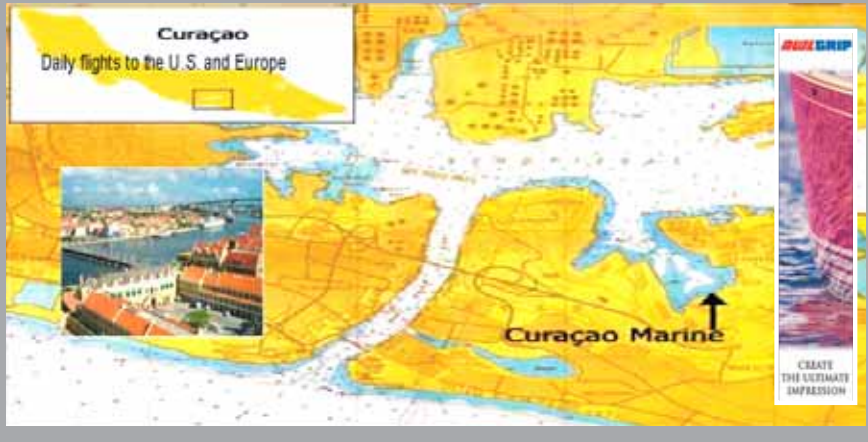
St. Thomas's main town, Charlotte Amalie, might be crowded and crazy, but sail around the island to the north side and on any weekday you can have majestic Magen's Bay pretty much to yourself

Magen's Bay

This fabulous beach can be crowded on weekends, but here's a tip: You live on a boat. You don't work. Go on a weekday. Also, any day after 4:00PM is pretty empty.

—*Continued on next page*

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—Continued from previous page

Another film-worthy cove with palm trees galore, Magen's is a bit more of a destination. On the north coast, it offers another easy approach, and rarely are there other boats at anchor in this stunningly beautiful and wonderful spot for swimming and picnicking. It's also about six times the size of Honeymoon, perfect for a sunset run along the packed sand at the waterline, with nice snorkeling along the sides to cool off.

At the far end (on the right from your anchor), the few people you see are locals — families and church groups who've been coming here for generations. One recent afternoon, as I was getting up to leave, a generously endowed lady with a striking bosom and even larger derrière strolled majestically across the beach. Stopping thigh-deep in water, she started belting out gospel like Ella herself. People of all ages materialized from the sea, the beach, and behind palm trees, all joining in at the tops of their lungs. Everyone just suddenly burst into song. It was like falling into the middle of a South Sea island musical. I stayed another 20 minutes just to listen.

If you anchor here (if you don't mind a gentle, occasional swell), also don't miss the popular end of the beach for free half-fresh/half-salt showers at the bath house, lunch at the beachside bar or the restaurant, ice and souvenirs at the gift shop. With a little luck, you might never need to leave.

Peterborg Point

This truly amazing, remote, otherworldly spot is just minutes from popular Magen's Bay. We hiked out here one morning and spent hours just clambering over rocks, scaling small cliffs, and lounging in absolutely unbelievable pools of startlingly clear green water surrounded by rocks.

We saw no one. Not a soul, except the dead departed souls of the crabs that are scattered all about, oddly high and dry from the ocean. Perhaps there is a magic in this place that attracts them out of their natural elements, and they can't find their way home before they die on the sunny rocks. It feels magical… you could believe many strange tales here.

We spent about an hour in one tiny pool, a creation of rock exactly like a deep Jacuzzi, with an entrance guarded by spiky black sea urchins. We floated in buoyant crystalline green water, did perfect somersaults without touching the urchins, and rested our feet on the edge to float side by side, gazing at the sky. "This is what it must feel like in the womb," said my friend. We contemplated this for a while, arms draped loosely about one another, sides touching, then added simultaneously, "For twins." We took turns snapping pictures (the unusual clarity of the water gives a strikingly clear view below water, which I luckily realized before my parents saw the photos), and talking to each other underwater, listening to our voices echo weirdly, drowned and diminished yet perfectly clear.

And Surrounding Islands

And recently we took off for Tortola, a mere hour or so by ferry, or a few hours by sail. Several of us rented an SUV and drove down remote, barely accessible dirt dare-I-call-them-roads. We jumped ditches and traversed trails (and changed tires). We found several deserted beaches (Smith's, and another that some of us thought was Smith's but others thought wasn't) and great hiking and mountain-biking trails. We talked off and on about diving out on the wreck of a giant old broken-in-two steel boat that sits just off the coast, half in 15 to 30 feet of water, half over the drop-off in 80 feet, but didn't.



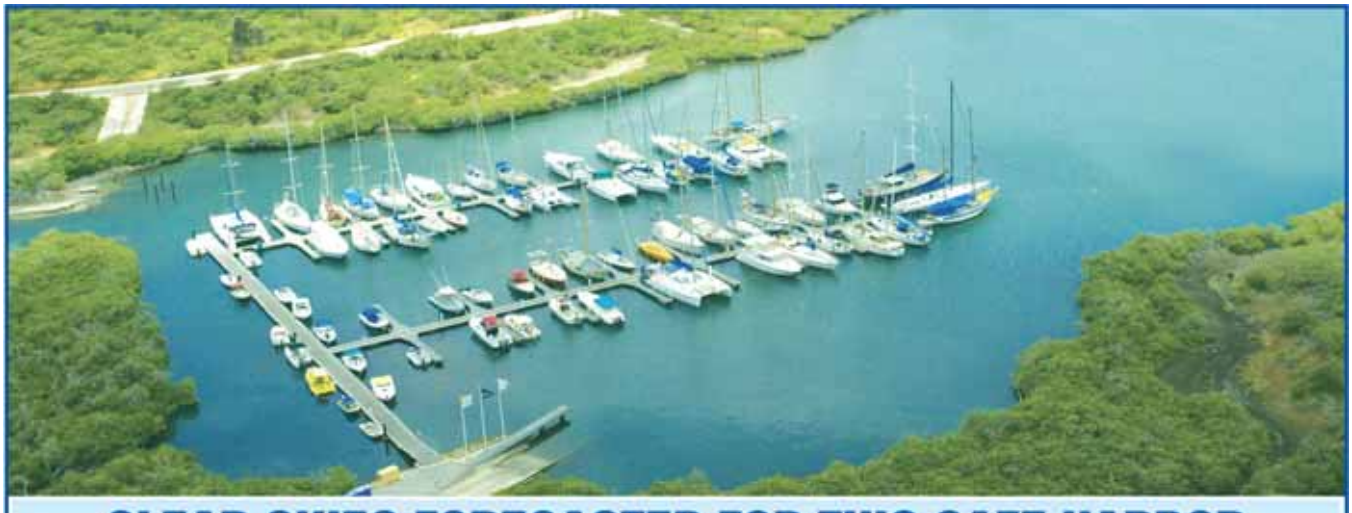
This is not your marina's kiddy pool. A hike from Magen's Bay takes you to Peterborg Point where an otherworldly landscape has tidal pools perfect for a secluded skinny-dip

Instead, we met a small boy who showed us his baby chicken which had died that morning, and a small girl who showed us her baby goat (still alive). My friend Keith and I took turns holding the baby goat but no one touched the chicken. We met an old woman whose legs were speckled brown and white like the old Appaloosa of a friend of mine. The woman was scaling tiny fish for dinner, oblivious to about 200 flies buzzing all about her. We visited the Tortola Music Festival, heard lively reggae, bought magic mushrooms (legal here, but icky — they're freshly dug and they look… and taste… like black slugs), and our friend Rosh and I went for a run along the beach. The next day, we zoomed back on the ferry. We thought briefly about going to Virgin Gorda (only another hour or so away) to explore the wonderful natural rock formations and secret pools there, but we didn't. Maybe another time. After all, it's not far.

Now I've headed back to spend the summer on Cape Cod, but my friend Keith just called from St. Thomas. He's going diving this afternoon, probably on one of the wrecks off the south side of the island. Then he and some friends might head over to St. John to do some hiking and possible drinking while hiking in the island's vast national parklands. After all, St. John's only half an hour by ferry, an hour or so by sail.

As my friend John says, "Sooo, it's not your favorite tropical island: it's just got some amazing places, beautiful beaches, ever-changing population, and is surrounded by other beautiful tropical islands? Oh. Well then."

Former marketing executive turned sailor/freelance writer Barbara Gail S. Warden presently divides her time between adventuring in New England and exploring the Caribbean — and writing about it all.



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Caribbean Eco-News

Restoration for Damaged Grenadines Lagoon
The Ashton Lagoon Participatory Planning Workshop was held from April 22nd to 24th at the St. Joseph's Catholic Church in Union Island. This workshop was attended by community members; government officials; local, regional and international marine, wetland, birdlife and coral reef ecologists; fishermen and a coastal engineer. The aim of the planning workshop was the development of a restoration plan for the Ashton Lagoon area, incorporating the local community's vision for its sustainable use through options such as ecotourism and mariculture.
The Ashton Lagoon Restoration Project on Union Island in the Grenadines aims to reverse the environmental damage caused by the initial phases of construction of a marina project which was aborted approximately a decade ago. According to the Centre for Resource Management and Environmental Studies (CERMES) at the University of the West Indies, Ashton Lagoon once had a range of important habitats (including coral reefs, mangroves, mudflats and seagrass beds) for fish, shellfish, and invertebrates. The lagoon and nearby Frigate Island also provided important habitats for wintering and migrating populations of seabirds, waterbirds, shorebirds and landbirds. Despite the fact that the area was officially designated a conservation area, the government accepted a proposal by a developer for a 300-boat marina, condominiums and golf course. An environmental assessment pointed out that the development's construction of a causeway between Union and Frigate Island would cut off water circulation to the bay, causing damage to reefs, seagrasses and fisheries. Nevertheless the project proceeded, with the predicted results.
The Restoration Project is implemented by the Society for the Conservation and Study of Caribbean Birds in collaboration with the Sustainable Grenadines Project and CERMES.
For more information visit www.cavehill.uwi.edu/cermes/Associated_Projects.html.

Venezuelan Kids' Beach Clean-Up
In June 22, the children of the Casa Hogar Don Bosco orphanage, together with their staff and members of Fundacion La Tortuga, assumed the task of cleaning the beaches of the Venezuelan coastal city of Lecheria near many popular Puerto La Cruz marinas.. The event, organized by the non-profit environmental group Fundacion La Tortuga to mark the Month of the Oceans 2007, included 14 children ages nine to 14, who showed a keen understanding of the problems presented by inadequate disposal of garbage. The children collected around 300 kilos of polluting material that was duly sorted and packed for proper disposal, then enjoyed a swim and an afternoon of sports and games.
The Police Force of the State of Anzoátegui and CONSERVA, the company in charge of garbage collection in the area, supported the event.
For more information on Fundacion La Tortuga visit www.fundacionlatortuga.org.



Solar Ferry Launched in St. Lucia
Possibly the Caribbean's first solar-powered ferry, the *Sunshine Express* was launched in early July to shuttle guests from Discovery at Marigot Bay, a resort on St. Lucia's west coast, to a nearby beach and to the numerous local bars and restaurants which dot the Marigot Bay shoreline. St. Lucia's Governor General, Her Excellency Dame Pearlette Louisy, christened the vessel, which was designed and built right in Marigot Bay by naval architect Bob Hathaway, Alvin Jean Pierre and Zarious Rene. While the local boat-building team imported components such as the photovoltaic cells, all the necessary skill and expertise was available locally and the team says it can supply more of these quiet, emission-free boats to others in the region.
For more information contact marina@marigotbay.com.



Hurricanes Chill Out Stressed Reefs
According to a July 17 report in *The New York Times*, Derek P. Manzello, a researcher at the University of Miami's Rosenstiel School of Marine and Atmospheric Science, and his colleagues think that hurricanes can benefit bleached coral reefs. Bleaching, the loss of symbiotic algae from the coral, occurs when a reef is stressed, most commonly by warmer-than-normal water. Because algae provide most of the corals' food, bleaching can lead to the death of a reef, unless the water temperature returns to normal and algae can repopulate the coral.
Hurricanes' intense winds stir colder water up from the deep, with the result that surface waters get cooler. Of course, a direct hit by a hurricane wouldn't be good for a reef. But Manzello wondered whether a reef that was close, but not too close, to a storm might be helped by this cooling effect.
He and his colleagues used data from a long-term monitoring project at reefs off the Florida Keys. They found that all hurricanes and tropical storms that passed within about 450 miles of the reefs caused surface-water cooling, with the greatest effect (a drop in average temperatures of as much as 5.5 degrees Fahrenheit) from storms that passed within 250 miles. The cooling effect lasted up to 40 days, depending on distance from the storm's center track. The Florida reefs were hit hard by bleaching in 2005, as were reefs off the US Virgin Islands. But that fall, Hurricanes Rita and Wilma passed near the Florida reefs. The researchers found that these reefs recovered almost completely, while the Virgin Islands reefs, which were much farther away from the hurricanes, did not.

Eastern Caribbean Marine Resource Degree
The University of the West Indies Centre for Resource Management and Environmental Studies (CERMES) at the Cave Hill Campus in Barbados is offering an MPhil degree which focuses on marine resource governance in the Eastern Caribbean. The degree will be facilitated by a two-year fellowship and research grant and is scheduled to commence in the academic year 2007/2008. The fellowship and research are associated with the CERMES four-year project on "Marine Resource Governance in the Eastern Caribbean" which has been implemented with the aid of a grant from the International Development Research Centre.
For more information visit www.cavehill.uwi.edu/cermes/margov_profile.html.

International Coastal Cleanup Day Coming!
September 15th is International Coastal Cleanup Day 2007. Sponsored by Ocean Conservancy, this has become a huge global volunteer effort. Humans make marine litter — we should clean it up! Trash removed from the shoreline, beaches, mangroves and other coastal areas saves marine life. Boaters can be of particular help by cleaning up places that can only be reached by boat.
For more information visit www.oceanconservancy.org.

Whaling in Barbados Remembered

by Norman Faria

The Barbados Public Library staged a modest but significant reminder of the now defunct whaling industry in Barbados in June at their Speightstown branch on the northwest side of the island where the three whaling stations were located. The commendable exhibition was held as part of the activities in Barbados during Fishermen's Week.

As the information on posters — there were no artifacts, an omission lamented by several observers in the Response Book — related, the industry was much like what was taking place in the nearby Grenadines.



Those involved were ordinary fishermen and small businesspeople who saw the whales as just another fish whose catching meant a livelihood and putting food on the table.

As in Bequia in the St. Vincent Grenadines, where the International Whaling Commission recently renewed an annual catch limit of four humpback whales, whaling in Barbados was started by former crewmembers of New England whaling ships which had visited the islands since the 18th century. When Barbadians signed off as crew, they set up their own industry. In its heyday, there were three whaling stations in or around the two west coast towns of Speightstown and Holetown.

It is not known how many whaleboats were stationed at each. No details are given about their construction or type, only that they had sails and were manned by a crew of 14 men per boat. Based on the New England whaleboat, they must have been similar to those used in Bequia. A painting of one of them shows what appears to be a gunter-rigged mainsail (rather than the sprit-sail arrangement of Bequia) and the crew paddling using a type of Amerindian paddle. The harpooners used harpoons, and then a "bomb lance" for the coup de grace. There is what appears to be a brass gun, of large calibre, exhibited in the Barbados Museum* and said to be used by harpooners from a Speightstown station.

With a good market for the whale oil in England, there was stiff competition among the Barbados stations. In 1904, the colonial government passed a Fisheries Regulation Act governing such competition. It included stipulation on how profits and expenses were to be split if two boats struck the same whale together.

The exhibition quoted a Barbados newspaper as saying that, in 1912, ninety 30-gallon barrels of whale oil were sold in England at 13 pounds sterling per ton.

Also, bones were ground down to make fertilizer, the baleen cleaned and cut to make brooms and the meat consumed locally.

Whales, mainly humpbacks, are still sometimes seen off Barbados' coasts. But the industry has long gone and only tourists and locals watch them now rather than the spotters on the hills at the three stations a century ago who were undoubtedly equally happy as they hollered: "Thar she blows! Let's go, boys. Looks to be a good catch today."

**For those interested in history, the Barbados Museum, located in the historic district of The Garrison just outside the capital city of Bridgetown, is worth a visit. It is a 15-minute walk from the yacht anchorage at Carlisle Bay if you pull your dinghy up on the beach in front of the Cruising Club (on the south side of the hotel pier). For more information visit www.barbados.org/museum.*

The main branch of the Barbados Public Library is located on Coleridge Street in Bridgetown, near the Law Courts and the Central Police Station.

For more information phone (246) 426-6081, or e-mail: natlib@caribsurf.com.

HURRICANE PREPARATION 2007 BY BRAD GLIDDEN

Part Two:

IN THE HIDEY-HOLE

If we're going to be here, let's be ready

— Hugo du Plessis, Caribbean Compass, *April 2005*

We're going to cram a lot of information into this August's issue so that everyone can be thinking, talking and actually doing something about August, September and October storms. If your boat is in the water, your choices when a storm approaches are to stay in a local hurricane hole or to head away to where you hope the storm isn't going to be; and then, choose to stay aboard or go ashore.

If you missed the last month's helpful hints (and if you did, Gentle Reader, whatever were you thinking?), here's a review. You have identified where you are going to go for shelter, and actually gone there and scoped the place out. You have a good idea how to get in, even if it's getting dark, blowing 30 knots, and there are 40 other boats in the harbour and more a'comin'. You've looked at the harbor and feel confident it's sheltered from waves, even if a six-foot storm surge thunders over some of the protecting reefs and cays. If you have to go to another island for shelter, you are ready to jump at least two days in advance of landfall of any storm. In addition to food and water, you have a two-week supply of any prescription medications and a two-week supply of cash in small bills. You have LOTS of mosquito repellent.

Prepping the boat in a hurricane hole

Once you get to your hidey hole, here are some ideas about what to do besides running in circles screaming "We're all going to die".

• Having seen a fleet of bareboats' roller-furling jibs deploy in the middle of Hurricane Hugo, I have been rather emphatic that people take their roller-furling sails off. Jibs, and if you have it, main too. Don't expect an in-the-mast-furling main to stay there for a storm.

Take everything off the deck: biminis, barbecues, propane bottles, outboards on pushpits — everything! There should be nothing left on deck but the lifelines and the gel-coat.

• Have a camera and take a lot of pictures of what everything looked like before the storm, including where and how other boats were "secured". If there is a flagrantly negligent operation around, document it on film or disk; there may be lawsuits after it is all over. The owners/agents of an over-insured, poorly secured boat (one of Don Street's "bareboat bombs") that wipes out one, two or more cruising families should be made to own up to their failure to abide by customary standards and practices of good seamanship.

• When you go to climb around in the mangroves and secure lines, wear your heaviest shoes! Who cares if they get wet? One slip and you will gash yourself on the mangroves or the barnacles growing on them. Bleeding all over your boat for hours is not the best way to ride out a storm.

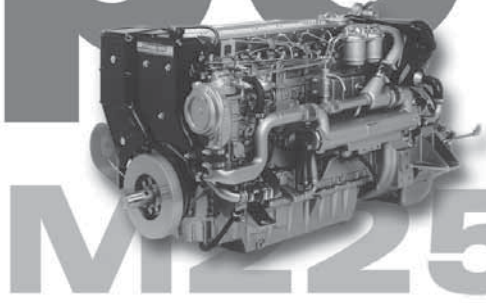
• Go around and talk to your neighbors. Get their addresses and contact information. Give them yours. See what you have that they may need, and vice versa. Get everyone to agree to a VHF channel to monitor.

• It is important to remember that just because you got there first it doesn't mean that you have a right to take up the whole harbor. You can't set your anchors or spring lines to take up a 300-foot area; there just isn't room. Boats are going to be as crowded as if they are in a marina. Set yourself up accordingly. Also, try very hard not to line your masts up with the neighbors'. In a bad storm, boats under bare poles will be knocked down to rail in the water, and you DON'T want to lock your masts together.

• Arriving early not only gives you a better spot but allows you to help everyone else to intelligently cram the next two dozen boats in. There will also be boats that will be dropped off and left unattended and under-prepared. If you have your act together, you should take some time to deal with these temporarily halted projectiles so they don't come down on you at 2AM.

—Continued on next page

marine power



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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!

August 2007								
DATE	TIME		21	1817		10	1112	
1	0150		22	1910		11	1154	
2	0238		23	2004		12	1234	(new)
3	0325		24	2100		13	1314	
4	0414		25	2155		14	1355	
5	0505		26	2248		15	1437	
6	0559		27	2340		16	1522	
7	0657		28	0000	(full)	17	1610	
8	0758		29	0029		18	1700	
9	0859		30	0119		19	1753	
10	0958		31	0208		20	1847	
11	1054		**September 2007**			21	1941	
12	1145		DATE	TIME		22	2034	
13	1232	(new)	1	0300		23	2126	
14	1316		2	0354		24	2216	
15	1357		3	0452		25	2306	
16	1437		4	0552		26	2356	
17	1517		5	0653		27	0000	(full)
18	1558		6	0753		28	0048	
19	1642		7	0849		29	0142	
20	1728		8	0940		30	0242	
			9	1028				

—Continued from previous page

If you are staying aboard and have to go on deck in a blow

• You must be wearing a Type I lifejacket (*not* an inflatable) and a harness with a tether. You will be blown around on deck no matter how nimble or large you are, and a Type I jacket may absorb some of the blows. A deflated inflatable won't.

There are many reasons why an automatic inflatable lifejacket is dangerous in these situations. They inflate as quickly as an air bag in a car; in fact, "explode" is more accurate than "inflate". They tend to be triggered by moisture even on a good day; they will inflate on you when you least expect it in hurricane conditions and you will die of a heart attack from the surprise.

It is essential to have a really good lifejacket light, or C-strobe, on you. You could be quickly swept a long way if you go overboard. The Type I lifejacket will not only keep you afloat, but also protect you when you smash into something.

• Wear a snorkel and mask. It is the only way you will see — possibly the only way you will breathe — in rain driven at 60 or more miles an hour.

• Carry a razor-sharp knife with a fixed blade. If you need to use one, there will be no time to saw away with a dull blade or fumble around opening a closed blade. If your regular sailing knife doesn't fit this category, get a utility knife from the hardware store. These are not only sharp, but can be fished out of a pocket and opened one-handed. A jackknife may not be usable if you're holding on for dear life (literally). For those occasions when you have a few seconds, a good quality multi-tool or vise-grips are really useful if they are in your pocket.

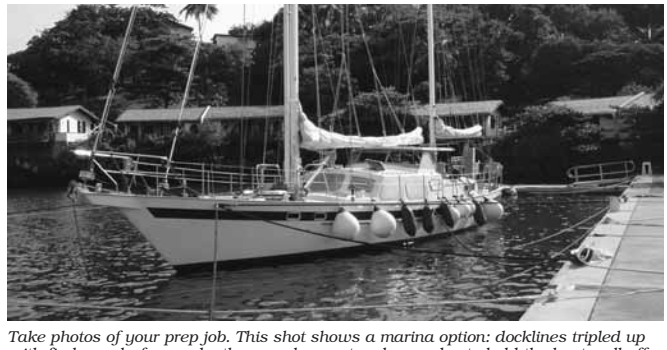
• A small flashlight you can hold in your teeth is "handy".

When, as they say up in New England, it's really coming on to blow:

• Don't be a hero! There comes a point where the wind is too strong and/or there is too much stuff flying about. There is little useful work you can do on deck in 100 knots; if you get hit by something, it will hurt. It may even kill. Stay below and let chaos reign.

• *Under no conditions ever try to fend off another boat or piling or even a dinghy!* A Boston Whaler surging alongside in three-foot seas and 40-knot winds can crush an arm in a heartbeat.

• Watch your barometer. If all your radios fail, you can still tell the passage of the storm by wind shift and barometer fall. Keep notes. Remember the last "speed of advance and radius of hurricane-force wind" forecast you heard. Keep that number of hours in mind. The storm will pass. Eventually.



Take photos of your prep job. This shot shows a marina option: docklines tripled up with firehose chafe guards, three anchors set on long rodes to hold the boat well off, and more lines taken to a dock to seaward, giving multiple points of attachment in all directions

After it's all over

Now is really the time to be calm and collected. There will be days if not weeks of work to do. You aren't going to get it all done at once.

• First of all, there will be more rumors than mosquitoes after the storm. "There's 25 dead in the morgue." "There are dozens missing." "There is another storm coming." "Massive looting has broken out." "The Navy is bringing in heavy-lift helicopters to snatch everyone's boat off the beach." "A highly contagious disease has broken out." "The government is bulldozing all the beached boats." With the possible exception of looting, none of the above are ever true. Don't believe any outlandish story unless you saw it yourself. When hearing wild rumors, consider the source. The wildest stories usually come from those who were least prepared beforehand.

• Don't over-react to the euphoria of being alive. If it is blowing 40 knots, that is only a quarter of the force of the 80 knots that just went by and it will feel like nothing. Remember, though, that on a regular day a 40-knot squall would send everyone running for cover.

• Look around you. Someone is worse off than you are and can use some help. Look for distress signals: an upside-down national flag, a strobe light, an orange flag with a black square and ball. Couples and single-handers may be below dealing with emergencies; don't count on seeing someone topside waving or sounding the foghorn. VHF antennas may be gone, radios shorted out. Go and knock on hulls as soon as it is safe to do so.

• If you are in distress, think seriously before firing off a meteor or parachute flare. They will go a long distance with the wind. They burn phosphorus which is unaffected by water. They *will* start a fire on even the most waterlogged land or boat they fall on. Much safer is a floating orange smoke or hand-held smoke flare. Hint: SOLAS grade flares are about three times more efficient than USCG or French approved "boater" flares. Even better is a strobe light, either from a lifejacket or your man-overboard light.

• And now, the "S" word, as in salvage: Every boat belongs to somebody. A boat adrift and abandoned at sea belongs to someone, even if it is the insurance company. Same thing with a boat on the bottom, no matter how long it's been there (the lawyers had lots of fun after the *Titanic* was found). Likewise with a boat on a beach. You cannot claim or strip a boat, no matter how trashed, no matter what it did to you. There are literally 500 years of Admiralty case law to decide claims. You ignore precedent at your peril. Get a lawyer to "arrest" a boat that has harmed you. You did take pictures before the storm, right? Take more now.

After the storm is the time for heightened awareness and caution. There will be debris everywhere, much of it hidden under water, mud or other flotsam. Be careful! This is the time that people step on things and fall or gash themselves or pinch fingers, tear muscles or break limbs. Septic tanks ashore have overflowed. There is a primordial soup of bacteria floating around just waiting to infect you. There will be lots of work to do; it will take a while to get it all done. Rushing things will probably be counter-productive; it could be disastrous. We did all our running around and screaming before and during the storm; afterwards is time to settle down for a slow but steady recovery.

Part Three: STAY OR GO?

Nothing has provoked more impassioned opinions than the questions of whether to sail away from an approaching storm or tuck the boat inshore, and, if tucked in an anchorage, whether to stay aboard or go ashore.

In preparing for a storm, here's a formula to base your decisions on: Wind force goes up as the square of the speed; that means double the wind speed is four times the force. You've been out in 60-knot line squalls. Think 100 knots ain't that much worse? You can figure the proportional force as: 60 squared is 3,600; 100 squared is 10,000; 120 squared is 14,400 and 150 squared is a soul-searing 22,500, or nearly seven times the force of that 60-knot squall. If you haven't seen-it-felt-it-lived-through-it, you don't really deep-in-your-guts-know what five hours of 120 knots of wind is.

Let's look at some *Compass* reader feedback from experienced sailors over the years.

Sail Out or Tuck In?

Some folks are adamant that staying in the projected path of a storm — especially a big storm, where 100 knots is nearly twice as bad as 70 — is, well, nuts.

"Why not move? If the hurricane turns away, so what? One can soon return and the risk to the cruising home has been reduced or eliminated by putting distance between the hurricane's path and the boat.... Moving your cruising home to anchorages farther from a hurricane's possible path is an important part of the strategy."

"We have in the past given talks on hurricane preparation in Grenada with John and Melodye Pompa, and John's favorite line is to ask us where we consider the safest place to be. Our short answer is 'SOMEWHERE ELSE!' Just one degree of latitude can make the difference between being safe or being in a disaster."

"A hurricane is a very large weather system, with, as an average, tropical-storm-force winds extending out 150 miles and hurricane-force winds 30. This means the maximum winds are at the eye wall, and it's down to 'only' 70 knots or so, 30 miles away.... We weathered Ivan 30 miles north of the eye. My guess was 60 knots of wind; I heard that 70 was measured."

So, if you can move 30, 40 or 50 miles away from the eye, your odds of surviving go up dramatically.

But other folks think that trying to go somewhere else in advance of the storm is playing Russian Roulette with three chambers loaded, if there is any chance of being caught at sea.

"[There are] storms we've weathered at anchor. Nearly 20 years ago my sailing mentor, Jim Schlake of the *Harbinger*, told me about hurricanes. 'The best thing is to be where they ain't.' ...I had told Schlake that I thought putting to sea to avoid it sounded like a good strategy. 'You don't want to be out there in one of those.' What then? 'The mangroves,' he said, 'are the answer.' I am finally a believer."

"As for the many barstool admirals who advocate putting to sea in the face of a hurricane, if any of them actually have a boat capable of such folly, I encourage them to do so, as the article they write if they survive would be well worth reading. Some large boats, and many fast boats, do in fact do this when storms approach. Their captains and crews dread setting out, and are very relieved to return. Surviving a hurricane at sea requires a very well-found vessel, an experienced crew, enough speed that avoidance of the worst parts of the storm is possible, and courage. Furthermore, be aware that your yacht will not be the only boat out there in the storm; that every large commercial vessel in the Caribbean will be out trying to hang out in the 'quiet' quadrant of the storm, just like you are."

"If the hurricane is expected to go anywhere south of St. Lucia, Brad is exactly right — don't go to sea to dodge it, instead find yourself a hurricane hole and stuff yourself into it. Do all the preparations that are possible to safeguard your boat, then make the decision whether to stay on the boat or to go ashore."

Don Street's statement, above, touches on exactly the perils of going to sea in the phrase "if the hurricane is expected to...". Hurricane Ivan was headed for the islands in 2004. Three days before it hit Grenada, the track was projected to go over Antigua and the Virgins. At least one boat left St. Croix headed for "safety" to the south, only to sail into the path of the storm. *No one, especially the National Hurricane Center, knows exactly where the storm is going.* At their website (www.nhc.noaa.gov) the pros remind us of the old 1-2-3 Rule: "The 1-2-3 Rule, commonly taught to mariners, refers to the rounded long-term NHC/TPC forecast errors of 100-200-300 nautical miles at 24-48-72 hours, respectively..... *The NHC/TPC does not warrant that avoiding these danger areas will eliminate the risk of harm from tropical cyclones.* (NHC emphasis.) Users operating in the vicinity of these systems are advised to continually monitor the latest Forecast/Advisories from the TPC/NHC and proceed at their own risk."

As another reader quoted notes, a hurricane can cover a very broad area with tropical-storm-force winds extending out from the eye some 150 miles, and hurricane force winds 30 miles. But remember that maximum winds are at the eye wall, decreasing to ("only") 70 knots or so at about 30 miles away. Any given harbor is a small, small target for a direct hit by the eye, and even a near miss of 20 or 30 miles is (probably, maybe, should be) a survivable experience.

Everyone on both sides of this question is in agreement on one point:

"But if you are going to go to sea to dodge a hurricane, you cannot dither around, you must stick to your plans, and you must get as far south of the hurricane as FAST as you can. If the wind is light, then motorsail (no breakdowns allowed)."

"We stress that THE DECISION TO SAIL AWAY MUST BE MADE EARLY. You cannot afford to keep waiting and hoping the hurricane will turn away; by then it will be too late. You should aim for a minimum of at least three days for leaving."

"...the decision to run must be made three to four days in advance of H-hour, in order to get into port and make adequate preparations on the chance that the storm track changes. Coming into a hurricane hole less than 24 hours before the closest forecasted track position endangers all the others in that hurricane hole who arrived in time to make complete preparations."

So if you're going, go at least three days ahead of projected landfall *and have the ability aboard to monitor weather forecasts* in case the storm changes course. The farther north in the islands you are, the greater the risk that you won't be able to get far enough south in time.

—Continued on page 28

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Venezuela Today:
A First-Hand Look

by Sid and Manuela Olshefski

We've been in Venezuela since September 2006 and are thoroughly enjoying it. We are also very aware of the political situation, listening to the speeches of Chavez, talking to locals pro and con *El Presidente*, and just seeing with our own eyes what's going on.

Many cruisers wondered this season whether or not to come to Venezuela. We had the same decision to make last year. We came here to see for ourselves and make up our own minds — a decision we don't regret. Unfortunately bad news travels at light speed, good news doesn't leave the gate. We'd like to debunk some of the rumors currently making the rounds.

One rumor is that marinas are being taken over and foreign boats confiscated. The fact is that the Venezuelan government controls all ports — as most countries do — but is not interested in seizing marinas or visiting yachts. My thought is if they wanted to seize some expensive boats they would confiscate the Venezuelan ones, as our boats are worth nothing compared to theirs. Besides, if *El Presidente* seized documented foreign vessels, he would commit crimes against the countries of the confiscated boats, and I don't think he's that stupid. If there was such a risk, I'm sure the embassies would warn us. There are two nets you can sign up with, which are connected with the US Embassy and they will inform us if there is anything questionable: Venezuela Net: vcgnet@yahoogroups.com; Puerto La Cruz Net: PLC-NetworkMail@yahoogroups.com.

One recent rumor was that Venezuelan Customs were going to confiscate a US-registered boat, so the owner sailed to Bonaire. Now here is the catch: the boat owner is a Venezuelan citizen and legally needs to register his boat in Venezuela — which he didn't do. In general a boat can be in Venezuela for 18 months before paying taxes on it. Most likely he will bring the boat back in 45 days, as that is the requirement to get another 18 months. Somewhere down the line he will get caught and will either pay taxes on his boat or lose it. I just hope that this will not make the rumor list again. We have similar rules in the US: Florida, for one example, allows visiting boats only 60 days to be in Florida. Play by the rules and there is nothing to worry about.

Another rumor is that foreign boats can't get fuel. This rumor started in Puerto La Cruz, where there was a special restriction: a foreign boat was able to buy 1,000 litres of fuel at the local price then every litre above at the international price. But at one fuel dock, employees were running a scam to put money from the fuel sold at the international price into their own pockets. So no fuel was being sold to foreign vessels. This fuel dock is now closed, as the owner was found to be smuggling fuel out of here to sell in the Caribbean islands. We are now allowed again to buy fuel in downtown Puerto La Cruz at the international price. Most cruisers go to Mochima or Cumaná, where you can get fuel at the local price.

About the rumored food shortage: Chavez put a price cap on staple foods such as eggs, chicken, beef, milk and butter. It's a ridiculously low cap and no merchant wants to sell goods under cost, so it's not unusual to see a grocery store with a completely empty meat counter. Pork is readily available, however, and so is fish. The hardest thing to find is butter, but it is sold about every three weeks so just buy extra and you're okay. With meat, you just need to find out when it is delivered; you can even place orders. The local market in downtown Puerto La Cruz, easy to reach from all marinas, is a fun place to shop and has meat, chicken and eggs all the time, not to mention the most wonderful fresh veggies and fruits. You also get to meet the locals and learn Spanish.

Regarding Customs, *Guardia Costa* and *Guardia Nacional*: There are yacht clearance agents here that will check you in and out and they know what they're doing. You also can check in by yourself; I've heard it is easy. As long as your paperwork is in order, you have nothing to worry about with officials. The same *Guardia Costa* patrols the canals, mainly on the weekends to keep the little spoiled kids in their dinghies at bay. We've never been stopped and they always greet us with a friendly "*Hola*".

The latest rumor, about driving in Venezuela being questionable, is absurd. Rather than facing drug planting or accusations of being an American spy, the only real danger lies in the crazy drivers here. We take trips by car through the country, and so do many of our friends, and have never had a problem. There are a lot of checkpoints where *Guardia Nacional* make sure the car's papers are in order. We've been stopped at these twice in all our travels, and were treated with the utmost respect. Also taking buses on long trips is no problem; it's a cheap way to travel and is as comfortable as flying first class while enjoying movies. Flying within the country is very reasonable, too. All travel in this country offers reduced fares for passengers over 60 years of age.

Is it safe in Puerto La Cruz? It's as safe as you want it to be; there is no such thing as a city without any crime. You have the same problems in the United States or anywhere else. Therefore it does happen here that cruisers and locals get robbed. Bahia Redonda, for example, is a wonderful marina but is surrounded by *barrios* and cruisers are warned over and over not to walk around the neighborhood, and not to take the bus but to take a taxi instead, which is very affordable. I cannot tell you how many ignore these warnings and — guess what? — if you walk through a *barrio* you're likely to get robbed.

All the marinas here have security guards 24/7.

Play by the rules and there is nothing to worry about

There are wonderful taxi drivers, including Arnaldo, Leo, Andres, Raul and Carlos, who speak English and know where all the important stores for cruisers are. You can hire them hourly for a very reasonable price; they will drive you around and translate for you. Some even will take care of your boat while you are visiting home or traveling, and are honest and reliable.

We like to stay at Marina Maremares; it is a bit more expensive than the other marinas but it is in the upscale neighborhood of Lecheria where it is safe to walk around without having to worry about getting robbed. Within a short walking distance are a mall and many wonderful restaurants.

Do the locals hate Americans? Absolutely not; they have been nothing but friendly to us and treat us with the utmost respect. I'm sure there are some Chavez fanatics that do hate Americans, but we haven't met one yet. Many people are, however, concerned about losing their jobs because of the rumors that keep cruisers away.

We don't deny that Venezuela has political problems. And, yes, some anchorages are questionable; just use common sense precautions (such as having a buddy boat) when visiting those anchorages.

We love it here, feel safe, and are going to spend another hurricane season. Venezuela is a beautiful country and has so much to offer. We feel strongly when we tell you this: Give Venezuela a chance, visit, see for yourself how beautiful it is. Life is still good here.

If you decide to come here, feel free to contact us on VHF channel 72 or stop by and say hello. We can fill you in about your new home away from home. We wish you following seas and may the wind blow you safely to this friendly country.

Sid and Manuela Olshefski are cruising the Caribbean aboard Paradise.

Carriacou: The Back-In-Time Island

by Ralph Trout

Christmas 1994 was the first time I anchored at Windward, Carriacou. This is a harbour on the east side of the southernmost of the inhabited Grenadines. Then it was the quaintest, most remarkable, most unchanged part of the real Caribbean, exactly what I was cruising to find. The people were friendly, the fishing and diving were excellent, and the rum was strong, very strong.

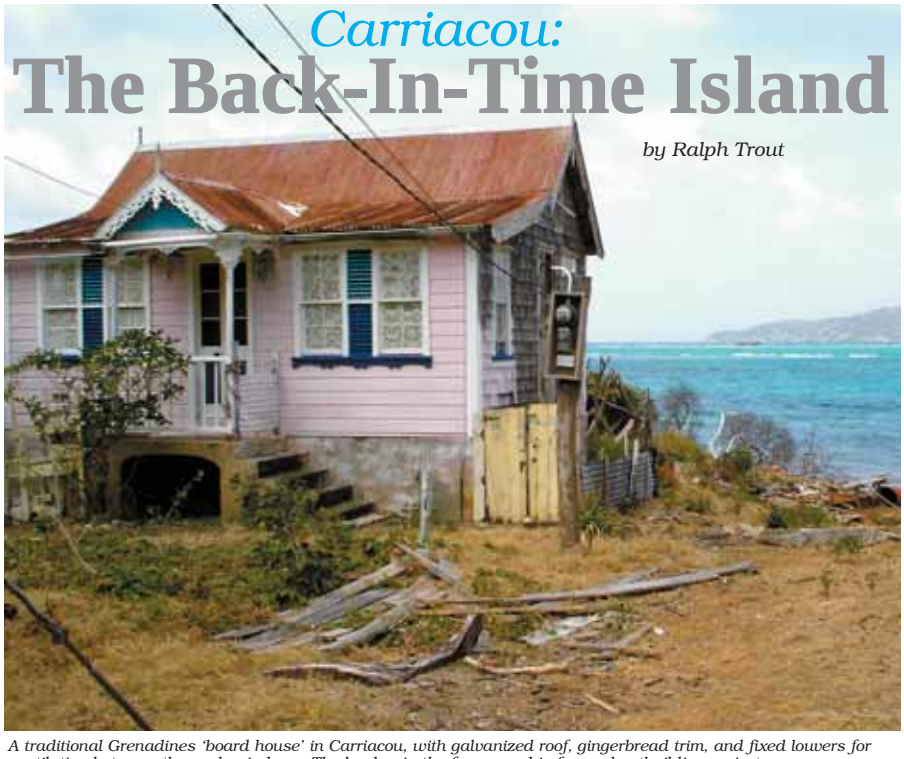
The last time I was here the island was taking quite a beating from Hurricane Lenny. It was 1999, almost eight years ago. I had left Bequia after checking a "what looked to be safe" Net satellite photo only to be awakened in Chatham Bay, Union Island, by the roar of an unleashed sea. Looking for a place to weather the huge, misdirected ground swell, I approached Hillsborough, the port of entry and biggest village of Carriacou, only to discover it was hidden by the approaching 20-plus-foot waves. For two roller-coaster days I had three hooks set in the slight protection of Sandy Island, a tiny islet just off the Carriacou shore.

The small island of Carriacou, home to fewer than 7,000 souls, took serious licks from that storm. Most of Hillsborough's sea front and main street were crushed or eroded by the violent waves. Usually tranquil Tyrell Bay, a favorite yacht anchorage on the west, lost its beach road and several businesses. The village and harbor of Windward, inside the reef on Carriacou's east side, remained protected from Lenny, but later Hurricanes Ivan and Emily left some land scars and a few boats high and dry.

I recently returned to Carriacou to check out local friends whom my wife had met but never visited. I had been forewarned by other boaties that Windward had changed, so I wasn't certain if she would see what I always craved — basic Caribbean. We usually stay away from posh marinas and hotels. White-jacketed waiters and drinks with paper umbrellas are actually a turn-off for my wife. Our luxury is really hot water baths, really cold air conditioning, and to enjoy both while watching remote-controlled cable TV; none of which we would find in Windward.

What we did find was a relief. Things hadn't changed much in that village and all of Carriacou seemed to be faring better than big brother Grenada.

—Continued on next page



A traditional Grenadines 'board house' in Carriacou, with galvanized roof, gingerbread trim, and fixed louvers for ventilation between the sash windows. The lumber in the foreground is from a boatbuilding project



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(The islands of Carriacou, Grenada and Petite Martinique form one nation.) The little island still has no movie theaters (but maybe a few more DVD renters) and finding a restaurant open after eight o'clock on a weeknight seems almost impossible. The development and changes that have occurred seem to benefit all. There seems to be an air of optimism and a definite lack of idleness.

Construction is providing a lot of work, not on hotels, but on mostly attractive private homes for residents returning from abroad. There are actually two haulouts now, side by side, on the south side of Tyrell Bay, and both are busy. For years the older railway was home to the previous owner's wooden, termite-lunch, yacht. The newer yard, managed by Jerry Stewart, is wedged between a steep driveway and a shallow reef and presently accommodates about 20 boats on the hard. My good friend, Hope McLawrence, was putting the finishing touches on his floating catamaran home the Sunday we visited. The Alexis family who helped build the new boatyard has a fleet of vessels servicing most of Carriacou's needs from basic "get me home" transport, to food and sundries and inter-island freight. The biggest change they've brought to the island is their Hummer vehicle.

A sizable locally owned marina is slowly forming on the north side of Tyrell bordering a sadly sick and dying mangrove. Usually I'm against islands changing to accommodate visitors, building posh hotels with water-sucking, under-used golf courses. Carriacou's main developments mean much-needed jobs that revolve around boats, which is this island's claim to fame; locally-made wooden boats crewed by superb sailors.

Watering Bay, that surrounds Windward, is named for the freshwater spring that nourished the original Scottish fishermen. Four wooden boats, not too different in style from their ancestors, are now in various stages of completion here. These boats differ only in the type of fastener used; evolving from bent steel reinforcing rods to silicon-coated bronze screws and bolts. Now instead of a rum bottle being drained at the end of a work week, it's Campari and soda. The background music is hip-hop and not classic calypso.

Close to the Fishing Depot, Bernard Compton started an impressive sloop for his brother "Uncle C" Cyril on February 17th. She is now completely planked, decked, and caulked with deckhouse and hatch in place. Work continues on the interior and casting of the lead-ballast keel before there will be another memorable launching party. This might be the record for the fastest building of a Carriacou vessel. A neatly-painted sign warns off work-idling questions unless you brought enough libations. Nearby, past a pile of local cedar, three newly-painted and detailed racing sloops await inter-island contests. The Comptons and Cheesman, Gordon, and Calvin Patrice are some of the older shipwrights still quite active building boats along Windward's shoreline and competing in the sailing regattas.



Bernard Compton is building this impressive sloop for his brother 'Uncle C' at the village of Windward

Windward still has its three stores, recognized by their outside color. The white one at the Sunset Disco bar is a good source of hardware. Yellow-painted Mallick's across from the post office has the best stock from food and clothes to fishing equipment and liquor, and blue W's at the "T" in the road provides essentials. Fishermen and divers sell their catch. Goats and cows roam unfettered everywhere. Almost everyone's yard is plowed ready for promised rain before planting crops of pigeon peas and corn. Carriacou's weather is best described as ten months drought, two months flood.

At the end of the bay is Carriacou Dave's Bayaleau Resort. This is not development per se, but one of the most tasteful expressions of tourism. Its four West Indian-style self-contained cottages are like a back-in-time experience. If there really is a million-dollar view, it's from his deck looking out on the multi-sea blues towards Union Island and Petite Martinique. Sipping on, or rather slipping on, Jack Iron over-proof rum provided the stimulus for many Caribbean tales while anchored off Dave's compound.

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One of those tales happened as we were about to go out fishing in Dave's skiff. My wife, not a fan of small boats in blustery winds as it was that day, said she saw a snake in the boat. The skiff is totally white with the outboard painted orange and I couldn't see anything resembling a snake. She waded back ashore swearing I was blind. Finally I saw the snake coiled under the motor head where it swivels. This proved not a small snake, but a five-foot tree boa. How did it get out to the boat? As a couple of Jack-and-sodas laughingly calmed this incident, two young local boys paddled up in a sea kayak straddled with a 25-pound shark they had speared. Carriacou just makes good stories.



Strange stowaway. Before we can go fishing, Dave extracts a five-foot tree boa from under the motor head

Following the road just over the hill from Dave's lies the unrestored indigo factory, almost hidden in the dense bush. The path to the fieldstone-lined well is worth a bit of sweat to understand the constant importance of water to the life of these islands. Farther along, approachable only through the public refuse dump, lie the ruins of the cotton factory and farther, the Dumfries Estate.

None of these three undesignated historical landmarks are meant to attract visitors. Don't look for signs, as it seems to be part of Grenada's overall tourism mystique to let the sites' locations remain a mystery. The adequate museum in Hillsborough hardly mentions these ruins, and good maps are hard to find.

Dumfries must have been a large, wealthy estate with another huge well and one building ruin has a large stone cistern. Coming from the beach, the first thing you'll see is the graveyard. These ruins truly lie at the end of a track that most vehicles could traverse on a dry day, but you still have to park and walk. If you hike it from Harvey Vale in Tyrell, up and over Belmont village, go early and carry lots of liquids. These places haven't changed in many decades and are worth the effort.

Taxi vans can provide a reasonable tour, or you can rent a car from Wayne Bullen in Hillsborough or Quality Jeeps in Harvey Vale, but you have to purchase a Grenada driver's permit. Buckle up, or courteous police will hit you with an EC$1,500 fine, for your own safety.

Around every turn the many undeveloped beaches, slightly slanting old cedar shake cottages with handmade gingerbread trim, trademark sailboats, and unique, long and floppy-eared pigs provide Kodak moments. The best view for postcard-type photos is from the hospital above Hillsborough where the turquoise sea backdrops cannons and sugar mill towers.

We did find a few slight changes, a sparkling new health clinic along the beach road that no longer passes across the airport's runway. The man who sat in the little hut chasing wandering livestock from the tarmac and blocking the road for planes is now out of a job. SVG Air (see ad on page 28) seems to be the only airline.

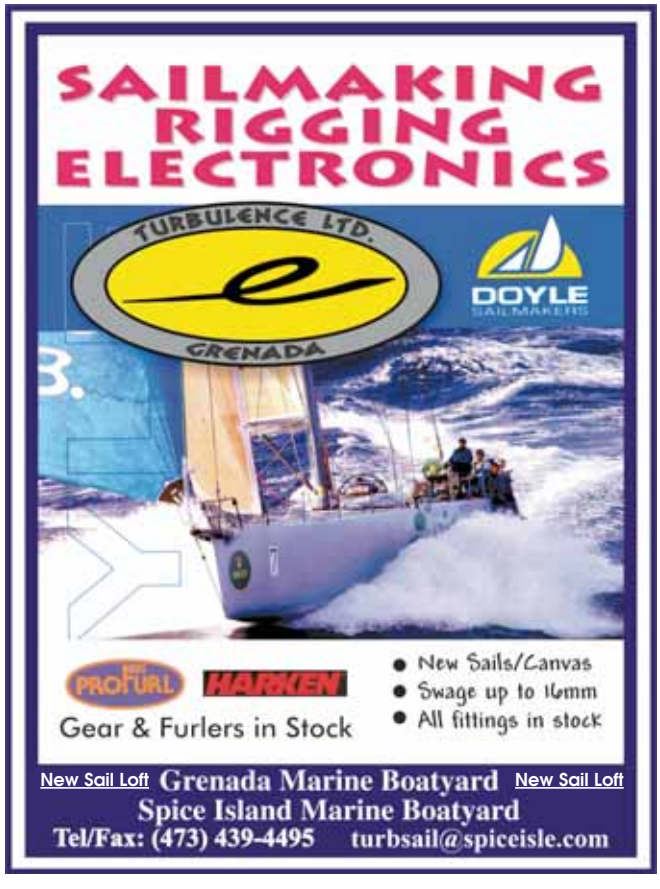
It's still difficult to get fresh produce in Hillsborough even with the new market that also doesn't have a sign from the main street. The Marketing Board is the best bet. There are several nice places for lunch or an early dinner, including The Green Roof, Calaloo, Excelsior's Butterfly, Ava's, and the Sandi Island Café.

The charismatic rumshop still exists, with the Old Man's in Harvey Vale and the Eagle next to the town dock. In fact, in Hillsborough I counted five rumshops in a row ready to quench the thirst of travelers getting off the *Osprey* ferry, which travels twice a day from Grenada's capital, St. George's. We found cold drinks, great lunches, and spectacular views from Bill Paterson's Place opposite the "new" internet café. Always smiling, Bill seems even more personable than he was almost a decade ago. On his beach-front patio, rebuilt after Lenny, locals and strangers trade tales, reminiscences, and observations on world politics, and the changing climate.

Another Carriacou fixture is Max at Silver Diving. He provided scuba tanks, good dive locations, and observations every day. Another thing that hasn't changed is the island's strong tidal current, but the numbers of fish have diminished. If you are diving in Carriacou, drift with your boat.

The cost of living is going up, along with the water level from the changing climate, they say. There will always be wars and better job opportunities in far-off places. Now you can watch a movie on your telephone and talk to another continent over your hand-held computer. The world is quickly changing, yet Carriacou, and especially Windward, is like a time machine taking you back to a less stressing, more harmonious yesteryear.





THE OTHER PANAMA CANAL

by Julia Bartlett

In the tranquility of the Bahia de Almirante, on the Panamanian side of the border with Costa Rica, it is easy to forget that just outside the trade winds do blow and the waves can build uninterrupted across the breadth of the Caribbean Sea. Running downwind in a well-found yacht this hardly presents a problem but in a round-bottomed dugout *cayuco*, loaded over the gunwales with bananas, "hay mucho problema."

The 15-mile-long Changuinola Canal was dug over a hundred years ago to provide a safe route for the cayucos protected from the trade-driven waves. It runs parallel to the coast and it enabled bananas, coconuts, cocoa, sugar cane, and turtle products to be transported from Isla Colón to the port of Changuinola without going on the "outside."

The "outside" is viewed with deep mistrust in this aquatic society even today.

The canal wasn't the engineering feat that the Panama Canal was, but it was a vision achieved and mainly responsible for the most prosperous era in history for Isla Colón until the very recent tourist and yachting influx.

Today the quickest way to get to Changuinola from Bocas Town is still via the canal. In fact it is quicker and most often the only way to get to places.

I caught the water bus from Bocas Town on a shimmering still morning while the birds were still singing and was taken aback when everyone put on a life jacket, including the driver, and this in a town where even the police ride their bikes after dark *sin luz*.

We reversed out of our slip, then the gear lever was slid forward and we took off like a stunt boat, the bow coming about ten feet off the water. That's what it felt like, believe me.

Personally, although I have raced cars, I have never liked going fast on water. It seems to me that water is a much less predictable element than tarmac but I bet it has a similar consistency if you hit it with your face at, let's say, 90 miles an hour, which our water taxi was doing at a rough guess; far too fast for a sailor, anyway. Although the water had looked like glass when we left, every bone in my body was aware that I was trying to stay seated on a wooden bench.

I breathed a sigh of relief when we eventually turned towards the mangroves of the mainland.

But we didn't slow down.

I had thought that I had seen a break in the glossy tangle, where possibly the canal started, but we were not heading for it. We were heading instead for an impenetrable density of extremely healthy-looking red mangrove. The only reassurance for me was that nobody else seemed to be panicking.

At the very last second, when I was actually saying my prayers with my eyes closed, the world slid sideways. Fortunately I still had my vice-like grip on the seat in front. The branches of the mangrove scraped along one side of the boat as our driver brushed the slalom stake stuck in the mud with the other.

—Continued on next page



ALL PHOTOS: JULIA BARTLETT

Motoring up the Changuinola Canal from the cruising mecca of Bocas del Rio to the town of Changuinola, we passed our water-bus driver's home



—*Continued from previous page*
Another swerve and we adopted a more sedate pace and I was able to prise my hands open and eventually I stopped shaking enough to reach for my camera.

Then we entered the canal, which was the gap I had seen but which could only be entered from this concealed channel.



What had started as a commercial enterprise is now a gift from the gods.

"This is better than the jungle ride at the Magic Kingdom," my travel companion said in a hushed awe.

Our driver pulled over to his home on stilts to drop off some milk. Perhaps a hungry baby had been the reason for the flight from town. As he chatted, I saw a kingfisher dive and a huge white heron standing like a statue in the shallows. Everybody aboard seemed to hold their breath, including the folk on their way to work.

Then we chugged off again picking up speed but slowing to pass the occasional local traffic in *cayucos*.

Sometimes we wound past fallen trees and sometimes the jungle formed a cathedral over our heads. The water was a mosaic reflection of clear browns and greens. The perfume from the flowers was almost overwhelming, thatched dwellings peeped out in small clearings and naked toddlers splashed in the shallows.

The boat pulled into a wooden jetty at the turtle reserve to pick up a volunteer, and there on the opposite bank a family of howler monkeys peered quizzically at us from between the highest boughs — too far away and too well-camouflaged for my camera. I made myself a mental promise to seriously upgrade at the first opportunity.

Shortly afterward we turned the corner where the sea is just on the other side of a wild stretch of beach strewn with driftwood. Then we followed the river inland between banks dotted with snowy egrets. Now the waterscape began to change and we passed floating islands of water iris; then there was more water iris and more until we were ploughing a virgin track through solid meadows of green and purple.



Changuinola (left) is a frontier-type town where you can buy almost everything you need and get a good meal, too
The canal (above), running parallel to the coast, provides small craft a safe route protected from trade-driven waves
The water buses here (right) are quicker than their land-based counterparts

Our destination appeared in the distance: a small covered dock with a shack selling ice cream and soft drinks.

To get into the bustling town of Changuinola we caught a $2 taxi. Along the road were the Chiquita plantations, the remnants of the once-thriving banana industry before a mysterious pest attacked it in 1915. The industry died a slow agonising death and by 1934 there was hardly a tree left. Today bananas are grown once more and the avenues of plantations are traversed by a ski-lift type system on which bananas and workers ride.

Changuinola town comes as a shock after the pristine canal.

It is a rude frontier-type town full of blaring horns, garish colours and vitality. Clouds of black emissions



made me hold my breath as trucks passed. My friend and I appeared to be the only two gringos in town that day. But it is the sort of town where, if you are patient, you can buy almost everything you need, including a type of bottom paint.

Shopping over, we downed a few beers, ate an amazingly delicious and inexpensive meal, and wandered back to catch another taxi to the canal.

It took the driver some time to stow everyone's goodies in the boat. He was obviously well practiced in the art as everything from stoves to bicycle wheels disappeared. Then we reversed gently back out into the water irises.

Shopping is not my thing, but if all shopping trips were like this one I'd look forward to them with anticipation.



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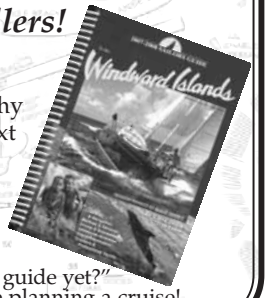
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Skybird's Final Caribbean Season:

ADIEU TO THE ISLAND CHAIN

by Mary Robinson

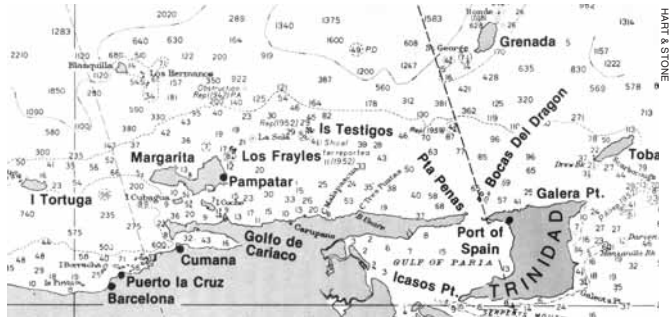
Our yacht, *Skybird*, was laid up on the hard for the 2006 hurricane season at one of the many boatyards in Chaguaramas, Trinidad. After launching in November, we spent a few days in a slip on the quayside and then another few days at anchor in nearby, uninhabited Scotland Bay. Here the early morning call of the parrots in the marina was replaced by the weird wail of howler monkeys in the forest. We tested all boat systems, the engine, the autopilot. Everything was apparently running fine.

We returned to anchor in the deep, dirty waters of Chaguaramas with its swirling tidal currents to do our last shopping in Trinidad. We laid in a good supply of duty-free wines and spirits, collected our liferaft from servicing and went to Customs and Immigration to check out of Trinidad & Tobago.

We dropped anchor in Scotland Bay again for a few hours of sleep. The weather forecast was good and our plan was to leave at 2AM for the 85-mile passage up to Grenada. But at the appointed hour there were serious squalls with high wind and rain, so we decided to wait and see what dawn would bring.

Dawn saw moderation in the wind and broken sunshine so we decided to set out, even though it was unlikely that we could reach Grenada before dusk. We emerged from Boca de Monos, the narrow passage between Trinidad and Monos Island, into open water, to find ourselves leaping and pitching in the irregular seas common to that area. Then came a sound that struck fear in our minds: the engine began to "hunt." We shut it down before it got any worse. At least we were now in open water and could lay our course.

There was a good wind and we made a fast passage under sail but the autopilot, which (like the engine) had worked perfectly in the sheltered waters of Trinidad, now started to yaw through 20 degrees or more. Such a yaw was unacceptable as we were sailing close-hauled. No adjustment would cure it so we were forced to hand



HART & STONE

steer. As squalls came through, regular adjustments to the sails were needed. My husband, Alan, worked on the sails while I clung to the wheel. We pressed forward making eight knots, or more at times, and eating up the miles towards Grenada.

We arrived just after darkness fell. But the engine failed to restart as we approached Prickly Bay on Grenada's south coast, so we made our way in and dropped anchor under sail.

After a week or two, once our engine problems were solved, we cruised Grenada, Carriacou and the southern Grenadines. This would be our fourth and final season in an area that had always been one of our favourite Caribbean cruising grounds.

This year, however, nothing seemed to be quite so good as before. Perhaps it was our age. As Alan passed his 70th birthday and I my 69th, all *Skybird's* gear seemed heavier and more physically demanding. She has no self-tailing winches, no in-mast furling, and no stack-pack. Her booms and goosenecks are high. Sailing seemed all too much hard work and had begun to lose its attraction. To add to this, although we believed that the engine problem was now cured, it would take many more hours of trouble-free running to completely restore our confidence. We still had no faith at all in the autopilot.

Worry breeds dissatisfaction, and nothing this year seemed quite so wonderful as it shone out of the rosy spectacle of our memory. So it appeared to us that even the big supermarkets in Grenada were under-stocked and over-priced. The costs of fruit and veg in the lovely produce market in Union Island seemed to have escalated beyond our means. The anchorages seemed overcrowded; noisy outboard motors had proliferated. The snorkelling seemed to have lost its allure with fewer fish and colourless coral.

And then there were the dogs. Alan and I concluded that there are three types of boat-dog. One is the "perfect guard dog". He is obedient, loyal and quiet. He only barks when faced with a stranger boarding his master's boat with evil intent. This is a rare breed indeed, perhaps almost non-existent. A far commoner breed is the "persistent yapper". He yells his head off whenever any vessel or dinghy approaches within 50 yards. If the anchorage is busy he is yapping away nearly all the time. The worst breed of all is the "lonely howler". If a lonely howler is left alone on board, he wails his solitude to the sky and to all the anchorage. He will only cease his vocal complaint when approached; then, in delight, he will welcome anyone, friend or foe, who will alleviate his loneliness. Perhaps all three breeds of dog are unhappy as they wander the deck looking for a tree to pee against.

We made several experiments with the autopilot and its performance improved with use. We could only assume that its fault had been the result of six months of inaction. By February it was running normally. Confidence in the engine also increased with every trouble-free run that we made in the Southern Grenadines and on our return trip to Grenada.

It was time to leave the Eastern Caribbean island chain and head west. The off-shore islands of Venezuela beckoned — Los Testigos, Margarita, Blanquilla…. We deflated the dinghy and stowed it on deck, preparing to depart Prickly Bay at dawn.

Next month: 'Retail therapy' in Porlamar.

The Case of the Missing Brains:
Sailing St. Vincent & the Grenadines

by Carol Reed

On deck of the sailing cruise ship *Star Clipper* it is evening.

Frank and Carol stand at the bow and gaze at the Southern Cross; their old friend, waiting for them.

The bow rises with the sails' power, propelled forward by the winds of night.

The nearly full but waning moon shines on the strange dark sea, making a creamy light-path bright enough to walk across.

The pair retires for the evening. And awakens to some very challenging choices: Take a shower first? Or go to the sumptuous breakfast buffet? Or take a dip in the ship's salty pool, and THEN breakfast?

Ummm — wait! Call the purser! Neither Frank nor Carol can locate their brains in order to make a decision. The grey matter seems to have departed somewhere near the Grenadines. The brains certainly seem to have jumped ship.



FRANK STEFANKO

If, like Carol, you must lose your mind, the Star Clipper *is a grand vessel on which to do it*

A bottle filled with Chanfleur water rolls lazily to starboard across the carpeted cabin floor — indicating the heeling of the clipper ship. "Oh, look," Frank and Carol observe languidly as they, too, roll gently to starboard in their bunk. But neither one moves to pick up the bottle. It seems kind of amusing at the moment.

Okay, no showers right now. It's too tiresome. First: breakfast, and then forward to watch Captain Oleg practice the "man overboard" drill and entertain the passengers.

Wait! Could the drill work for brains? "BRAIN OVERBOARD!" Let the young and attractive crew scramble out to search for two middle-aged brains. Grab some grappling hooks. The brains could be floating out there á la Man o' War jellyfish. The cranial lobes could be floating upright like the pearly-blue, air-filled Man o' War's sail, with the nerves and medulla trailing below like tentacles.

The day ashore is spent on Union Island, shelling, snorkeling, and feeling tranquil. Volcanic tree-covered mountains, warm (like the womb) waters, and a sliver of beach are the entertainment. Three local children frolic on the shore near a shack of wood and corrugated tin painted with brilliant blues and reds. Their nearby parents are cooking barbecue.

The evening entertainment of steel drum music, dancing on deck in bare feet, and a few "boat drinks" does nothing to recapture anyone's brain. At nearly midnight, the *Star Clipper* raises her glorious sails and slips towards the deep once again. Can we make some signs to leave on shore?

"Missing: two brains. Send them back to New Jersey, please."

This is the gift and the mystery of life at sea. One's sense of reality is altered. There is no phone (well, almost), no TV, no e-mail. It is a fine thing not to know the tabloid news, politics, or war. There is no media beating the latest scandal to death. The sense of competition drops away.

The ship's IMPORTANT "news" included our "drink of the day": *caipirinha.* This is a Brazilian drink which I had never before heard of nor tasted. So, you see what I mean.

I LOVE the suspension of time and space. I become led more by natural instinct and by my senses — NOT by what I must do today. The change of reality is a delight: new people, foods, scents, voices. The neighbors who moor their yachts in our cove may be from England, France, Canada or the BVI.

On shore, local people live at a different pace, to a different beat, and with much less accumulation of the material things we seem to value. Homes are built of bright or faded wood with tin roofs. Colorful clothes are hung to dry, pulling on lines like kites in the breeze. Flowers grace the yards with hummingbirds as visitors. Fish can fly. These latitudes are floating between past and present.

Back on board, we watch as the sun illuminates the sea. Island hills rise up into clouds that haze and halo the tops. Rain showers shift lights and darks across the hillsides. Bananas or sugar cane grow neatly on the lower slopes, as the fields spread out like clean sheets. Clear and brilliant daylight streams down through rips in the clouds, pouring spilt gold and pushing the cloud-shadows away. Spices scent the air. Fresh nutmegs and seashells fill a jar on my night stand. My brain, however, is nowhere to be found.

Soon enough, we'll be returning to the rush of an airport, with the worries about luggage and of jobs still waiting.

I'll just bet our pesky little brains will catch up with us there, nipping around our feet like hyperactive puppies. It will happen just about as we get into a line and someone starts complaining.

A trip on a sailing ship is not only a vacation of place, but a vacation of the mind. It sure was nice while it lasted.



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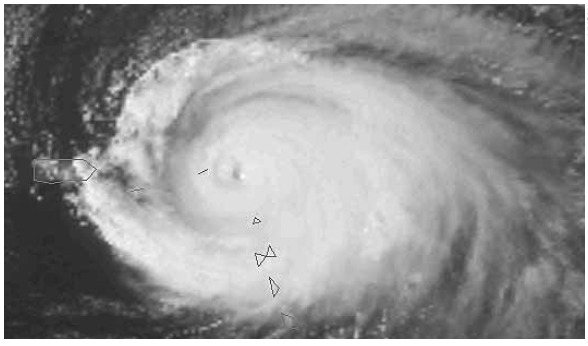
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—Continued from page 19

The wind typically dies the day before a storm, your engine may pack it in, the storm may veer left of track, running for two days down wind and down sea in what might become 30 knots and ten-foot seas may cause gear or crew failure. All these are factors that make a long "dash" to "safety" problematical, with an arrival in a strange harbor in deteriorating conditions at the end of it all.

Remember, the worst that can happen if your boat is hauled out or tied in the mangroves, is your boat is lost. The worst that can happen if you go to sea is you die.



NOAA

Hurricane Luís approaching Barbuda, September 5th, 1995

Stay Aboard or Go Ashore?

Now, you may not have the option of leaving town. You have to tuck into a mangrove swamp. Do you stay aboard your boat, or truss it up like Gulliver on the beach at Lilliput and seek shelter ashore?

"Brad Glidden's 'Hurricane Survival' articles (*Compass*, July, August, and September 2004) were remarkably comprehensive. I agree with most of what he said, was reminded of things I'd forgotten, and learned some new things, too. I trust that the articles proved useful to many. But where we seriously disagree is his insistence that one must go ashore and that, above 75 knots of wind, no useful work can be done on deck. I think the limit is much higher than that. Also, there is work to be done before and after the extreme winds (if any), and things to do below — mostly, just keeping an eye on things. There are countless stories of people saving their boats because they were aboard, as well as those who could have, had they been aboard. And countless stories of those who lost anyway — it happens. I am entitled to try. May that forever be so. As for safety, a look around ashore after Ivan convinces me I was far safer in the mangroves."

"Do all the preparations that are possible to safeguard your boat, then make the decision whether to stay on the boat or to go ashore. With the stories of houses blowing apart in hurricanes, if I had my boat properly secured I would stick to the boat."

Also to be considered is: just what are your options ashore? Public shelters, filled with panicked people, that won't take your dog? Marina buildings that haven't ever seen a real blow? A friend's underbuilt condo? We used to joke in the construction industry in the Virgins: "Why use a screw when a nail will almost do?" Well, since Hurricane Marilyn in 1995 we through-bolt everything, but there are still a lot of places on other islands that are built to the "nail" standard.

Yes indeed, up to a certain point you can do useful work. Just what that point is in terms of wind speed or wave action causing the boat to pitch its bow under and roll its gunnels into the sea is highly subjective — 75 knots? 80? 100? Somewhere in there, depending on your age, fitness and boat's characteristics. Remember the force-goes-up-as-the-square rule, think about the worst sustained conditions you've seen up till now, then quadruple them.

The problem is, if you guess wrong you may not have the option of getting off the boat. Your Author has friends who stayed aboard in Simpson Bay Lagoon, St. Maarten, for Hurricane Lenny. After 30 hours and three eye passes as the storm meandered around, their moorings finally let go and they watched, with no options to abandon ship, as their boat ended up on the granite breakwater by the drawbridge. They had to leap for it; one crewmember slipped on the rocks and the boat rolled on top of her. Only the fact that she had fallen into a crevice kept her from being mangled.

Steve Wooster wrote a hair-raising story in *Compass's* April 2005 issue about staying aboard during Ivan in Grenada. "I go forward to adjust the anchor lines... There is no warning, no sound, but suddenly I feel as though an express train has hit me in the back. A wall of wind sweeps in with such force I am unable to raise myself from the deck, so lay down, face up, holding onto the stanchions. Within seconds, waves, later estimated to be in excess of 25 feet, come pounding across the bay.... the decks are now fully awash.... I am trapped on the bow for an hour, sure that if I try to move I will be blown or washed over the side.... My worst fear: I look forward to see a yacht dragging down towards me. One of the reasons for staying on the boat was to fend off any drifting boats — a totally impossible task; with *Delphina* bucking like an out-of-control bronco, there is no way I can do anything.... heading directly for me [is] a 62-foot ketch. With the combined force of the wind and sea, she is bearing down on me lying completely on her side. The masts are laying almost flat on the surface and coming towards me emerging out of the spray like a charging bull."

You're going to fend THAT off, Skipper?

Last but not least:

"If your boat has to stay in the water, do all you can, and then GET OFF!"

"...the Caribbean is becoming home to a rapidly growing population of neophyte cruisers who really don't know what they should do as a storm approaches, and the best advice to give them is simply: Put the boat away as best you can, rent a hotel room, and stay safe ashore. More graphically, put in your mind all the images of wrecked and ruined boats after a hurricane. Now imagine an inexperienced family of four inside each one, and logic will prevail."

Staying or going is the toughest call you will have to make. We all have adopted this sailing life so we can be free of outside influences and get to run our own lives ourselves. Well, here you go. Ignore the barstool admirals. Decide just how much you can handle, what's coming at you, what the fall-back position is if it all goes to hell, and what's worth more, your boat or your life?

Stay safe.

Brad Glidden is the author of A Cruiser's Guide to Hurricane Survival, *available at bookshops and chandleries or from Cruising Guide Publications, www.cruisingguides.com.*

GET UP, STAND UP!

"It's an ill wind that blows no good," and the good blown in from past storms in the region is that boatyards throughout the Caribbean have learned effective ways to keep hard-stored boats safe in high winds.

Innovative systems include galvanized steel cradles, heavy-duty sand screws and straps, such as those used in this photo taken at Nanny Cay Marina in Tortola. Going the other way — down — Virgin Gorda Yacht Harbour offers storage in dug "hurricane pits".

Many experienced sailors also recommend reducing windage by pulling the mast if possible, and many boatyards, including Carenantilles in Martinique and Spice Island Marine in Grenada



ADMIRAL MARINE

(see item on page 6) offer this option. Yards across the board have improved their "hard stand" surfaces by ensuring that heavy rain runoff is diverted, and/or by gravelling or paving them. Extra special services include e-mailing photos of cradle-stored boats to clients, as is done by Grenada Marine.

After 50 years of Caribbean cruising experience, including weathering half a dozen hurricanes, Don Street says, "If your boat is properly secured ashore... with the hull tied down with straps to 'dead men', secured in a special cradle, or well chocked with plenty of screw stands properly tied together, then the chance of your boat surviving a direct hit by a hurricane is good."

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THOUGHTS FROM A RETIRING SEA GYPSY

By Tom Lane

Well, we appear to be somewhat settled here on our own small plot of land in Panamá. It is just about as different from boat living as boat living is from having a house.

It took us nearly one year to make the transition from living a "normal" life to having a boat we called home. Just getting untangled from the land life was unbelievable: there were all the services — electricity, water, telephone, cell phone, insurance — and untold other things that had to be either cancelled or changed. The paperwork was a real nightmare. When we told people that we would be living on a boat somewhere in the Atlantic or Caribbean Sea, it just didn't make sense to them.

Ah, then there was the boat, *Mima*, to get used to. It was not all that big. The furniture was all built in: what was there was what you got. Set something else down on top of the furniture, though, and it was likely to move, sometimes gently and sometimes quite fast!

Want to turn on the light and read? How are you going to get the electricity? Want to make iced tea? How are you going to get the water? Want to make a phone call — forget it! Want the Internet — forget that too! How about those tall, cold drinks boaters always have? How are you going to make the ice? Where do you get the soft drinks or mixer? Will you have clean clothes? Sure, if you are willing to wash them by hand and you have the water. (By the way, did you store soap?) And speaking of shopping, got a car? Nope — just a 12-foot dinghy that you use to get to land. Then you walk to the store… if there is one!





Steph, before (left) and after (above) swallowing the hook. Will 'dirt dwelling' measure up to the Grand Adventure of living afloat?

Well, we adjusted. We adapted. We learned. We learned that we had to make and store electricity before we could use it. We learned that we had to make and store water before we needed it. We learned to wash clothes by hand and buy supplies from small stores. When we got to large towns, we learned to stock the boat with the things we needed now and the things we knew we would want a month or so down the line. We learned to live with the ocean, the weather and nature in its raw and "close-up" self.

If we did not have something, we learned to live without it. We learned to live a very simple life, close to nature and very close to the sea and its weather. We learned to read charts and maps, navigate and sail, just like our grandfathers did. As the years passed, all of this stuff became second nature to us.

It was a Grand Adventure! If you saw the movie "Pirates of the Caribbean", we have sailed those waters, walked the same beaches, visited the same castles and been on the same docks. We have also been a lot of places that only sailors ever get to visit, dived the clear waters, seen tropical fish and coral only seen in pictures by most. We learned to get by in French and Spanish and have spent many nights at gatherings where almost no one else spoke English.

We read all the books we always intended to read, studied Spanish, lived in Venezuela and met a lot of great people there. We ran from hurricanes, ran from tropical storms, and learned the ways of the sea when it was calm and when it was horrible. We had almost everything break, and we fixed it — not always quickly, but we fixed it. We have written articles for the sailing magazines, the local papers and the cruisers' magazines. We managed to sail for over eight years and 12,000 miles without damaging the boat. We got damaged some, but we healed.

And we met people. People from all walks of life — from mechanic to orthopedic surgeon, from counselor to power company engineer — and we made more friends than we ever dreamed we would. We all had something in common: we were trying to survive — and we did. We spent long evenings anchored miles from any town, talking and drinking rum and just being ourselves. We drank our rum with no ice and swapped sea tales, we learned to be grateful for what we had and not to miss the things we did not have. We learned that where a person comes from is not nearly as important as who he or she is. Some were rich and some were poor. It just did not matter. We shared what we had and enjoyed each other and where we were.

And it changed us. One of the books we depended on, Bruce Van Sant's *Gentlemen's Guide to Passages South*, said that learning another language would change you. What it did not say was that just being a nomad, drifting from place to place and meeting and interacting with the people, would change you just as much. We are now able to be happy with a lot less than we had in the US. We don't need a new car and fine clothes; we know that other brands are just as good as Tide or Del Monte and that nice people speak all sorts of languages.

It seems that we have now closed the chapter of our lives where we were sea gypsies. *Mima* has been sold to a great couple who are going to take up cruising and we hope they will have as great a time as we did and learn as much as we did. We hope that it changes them as much as we have been changed — because it is a good change!

We have moved ashore. We now have a house just outside of Panamá City, Republic of Panamá. We love it. It is a great house for us. It is not a grand house, but it has all the things we need and it sure fit our budget. What we did not consider was that all the things we had such problems disentangling ourselves from when we moved onto the boat, we are having to re-establish now that we are back on land. There are car insurance, telephone, cell phone, television, post-office box, electric bills, water bills and so on, and on and on….

All of the things we once took for granted (and had to learn were not "granted") are now back. The water always comes on when we turn on the tap — the tanks are never empty! The electricity always comes on when we flip the switch — we don't have to charge the batteries. There is Internet all hours of the day or night, we can run the air conditioning whenever we want, the garbage is picked up at the house and we can just get into the car and go to the store if we need something!

When the weather turns bad, we don't have to wonder if the anchor will hold or if we will be forced to leave harbor at 2AM and head for the open sea. The furniture is not built-in and can be moved. Things placed on a table just stay there! The cost of homeowners' insurance is less than a tenth the cost of boat insurance. Toilets don't need to be pumped 20 times by hand; just pull the handle and they flush by themselves.

And the SPACE! Figure that a 50-foot boat which is 14 feet wide and pointed on one end has (maybe) 500 square feet of room, of which 100 square feet is engine room. That leaves 400 square feet of living space — including bedrooms, bathrooms, kitchen and sitting area. Now, our terrace alone is 468 square feet. My wife, Steph, came in the other day, just amazed, to report that her walk-in closet had as much room as the cabin where we slept for the past eight years. We really don't know what to do with all of this space. We just sit and look at it for the most part and enjoy being in our house.

The question, I guess, is: Is the Grand Adventure over? The answer is: NO! The only thing we wanted to do, and did not get to do in these past years, was to explore South America. We want to see Tierra del Fuego, the mountains of Chile, the forests of Brazil and the hundred other places we have heard of and never got to visit. We are now situated where we can travel to South America a lot more easily than from the States and we plan to explore in the next few years. It will take a few more months to get our life in order here, and then we will be off on Chapter Two.



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AUGUST 2007

♈ **ARIES (21 Mar - 20 Apr)**
Sail on! Communications clear up and your creative ideas will finally be appreciated. Hoist these aspects to good advantage in business dealings.

♉ **TAURUS (21 Apr - 21 May)**
Love, communication, creativity and business are all in negative aspect until the 20th. You might feel your life is on the rocks, especially on the 17th. Take this time to just be by yourself; a solo passage could be just the thing.

♊ **GEMINI (22 May - 21 Jun)**
Tropical torpor got you? It's okay — you'll feel more like working after the 7th. Don't be distracted by negative input from crew or cruising buddies.

♋ **CANCER (22 Jun - 23 Jul)**
While those around you are casting their composure to the winds, hold on to your emotional helm.

♌ **LEO (24 Jul - 23 Aug)**
This will be a very positive and productive time for you, with favorable currents of communication, creativity and love all contributing to your business or financial success. The high tide will be between the 17th and the 24th.

♍ **VIRGO (24 Aug - 23 Sep)**
This will be a month starting in the doldrums, but fair winds pick up in the second half. Continue clearing the decks of previous months' projects to be ready for the creative inspiration coming in September.

♎ **LIBRA (24 Sep - 23 Oct)**
You'll be tempted off the rhumb line by a variety of distractions this August. Try to hold a steady course in the fluky winds and changing currents, and all will be plain sailing by next month.

♏ **SCORPIO (24 Oct - 22 Nov)**
There will be some confusion and misunderstandings in business around the 25th, preceded by rough seas in your love life. Ease your mainsheet, bear off a little, and you'll sail through.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
You'll have fun, fun, fun this month! You may not feel like working on the boat, but creativity and love will both reach a high point around the 17th.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Smooth seas and clear skies are the order of the month. Enjoy it!

♒ **AQUARIUS (21 Jan - 19 Feb)**
Creativity, communications, love and business are all in opposition to you right now, so just set the anchor, cover the sails, crawl into your bunk, pull the mosquito net over your head and enjoy your dreams.

♓ **PISCES (20 Feb - 20 Mar)**
This month should be rather boring. Hanging on the hook in a new place may be the best solution. Perhaps have a few friends aboard to liven things up.

Crossword Solution

ACROSS
1) FLUSH
3) BEAM
5) TOP
9) PUMP
10) STEEL
11) RAILS
13) HE
15) CARGO
16) WAIST
19) FOREDECK
21) QUARTER
22) SEAMS
23) MIDDLE
25) SHEET
27) HULL
29) TON
33) POOP
35) NAILS
36) ROW
39) LOAD
40) ARE
41) SPAR
42) TEAK
43) ASH
44) KNEES
45) HMS
46) PROW

DOWN
2) UPPER
3) BELOW
4) MAR
5) TRI
6) POST
7) APE
8) BEARS
10) STOPPER
12) AFT
13) HELM
14) PIPE
17) OAKUM
18) CARDS
19) FIBERGLASS
20) EYE
24) IRON
26) TOP
27) HOUSE
28) UP
30) NAPS
31) CLEATS
32) HALF
34) SWELLS
36) RAKE
37) OR
38) DECK
42) TAR
43) AS

Island Poets

Waves of Wisdom

Another woman wades waist deep,
into a sea of wonder,
allowing waves of white water
to wash tidal rhythms of wisdom,
known to mermaids and moonbeams

over and over a heart-filled chest,
until waves are as wanted as eurythmic breath,
becoming one with gravitational being,
beyond fear or regretting
into beguiling emptiness.

Only then
to be filled, omnipotent and free,
from the very coolest depths
on up to laughter that rings and sings
life's melodies, entwining

seen and unseen,
marrow and mystical spirit
into a perfectly blended being,
ensuring sublime expression
in every bounteous world.

— Rebecca Gensemer Fink





THE CRY OF A WHALE

The sea is my home;
From country to country
That's how I roam.
Life is good; the food is free —
There is nothing better than the Caribbean Sea!

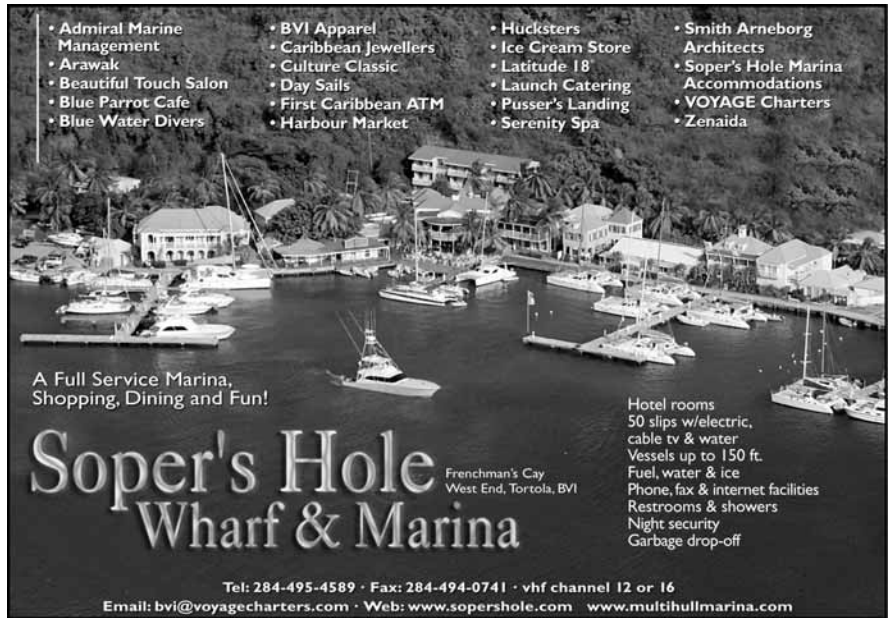
No need for alarm,
I mean you no harm,
I'm just here for the sun
And a place to raise my young.

So when I rise to the surface
Stop throwing harpoons at my face!
Sometimes you put us on the run,
Chasing us with your harpoon gun.

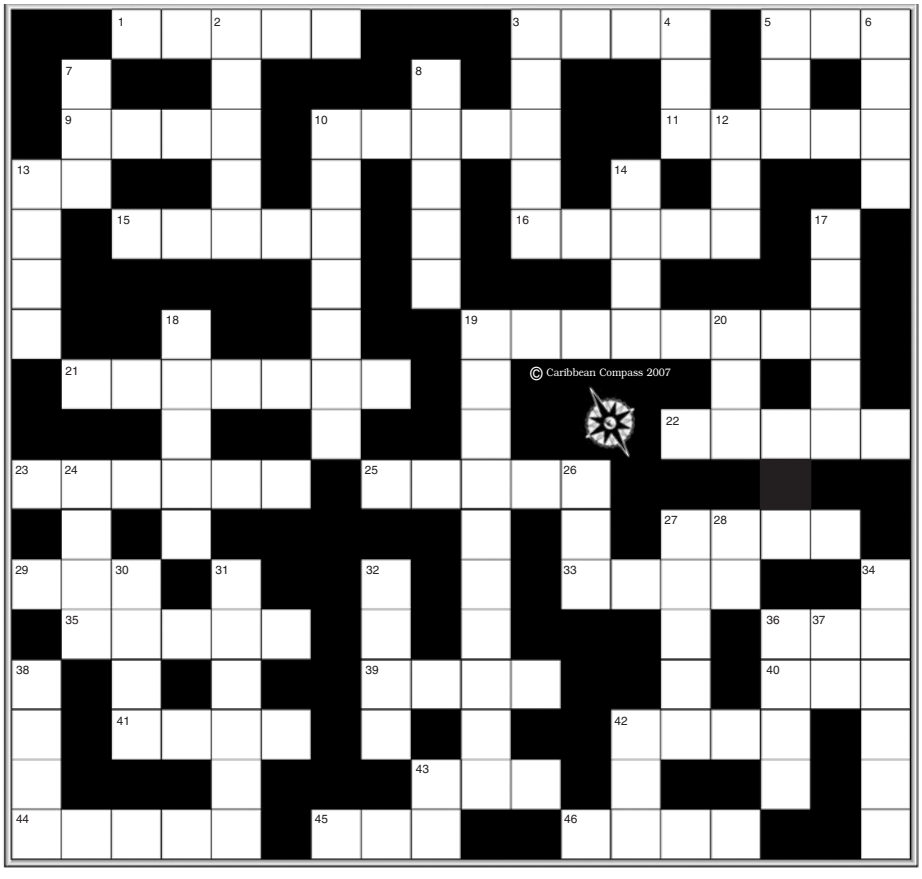
We are tired and scared of living life on the brink,
So help save us all from becoming extinct.

This is really no fairy tale —
Let's work hand in hand to save our whales!

— Keithon Grant
Keithon is a student at the Bequia Seventh Day Adventist Secondary School



Compass Cruising Crossword



'Decks'

ACROSS

1) 38 Down laid stem to stern with no breaks
3) 38 Down support
5) 2D +38 Down
9) A 38 Down ____ is handy to move water
10) Some 38 Down 3 Acrosses are made of this
11) These can be stern, hand or toe
13) Pronoun for male crewmember
15) If containerized, this is stowed on 38 Down
16) 38 Down between fore and main masts
19) Area from foremast to bow
21) 38 Down abaft main mast
22) Spaces between 38 Down planks
23) Second 38 Down
25) Sail control line
27) Body of ship
29) 15 Across weight measure
33) _____38 Down: mizzenmast to taffrail area
35) 38 Down _____: spikes with diamond-shaped heads
36) Propel with oars
39) ____ waterline is shown by the Plimsoll Mark
40) On a catamaran, two heads ___ better than one!
41) ____ 38 Down: uppermost one of a naval vessel
42) Durable hardwood for 38 Down
43) ____ breeze: progress made with oars in a calm
44) 38 Down 3 Across reinforcements
45) Her Majesty's Ship (abbr.)
46) Archaic term for bow structure of a ship

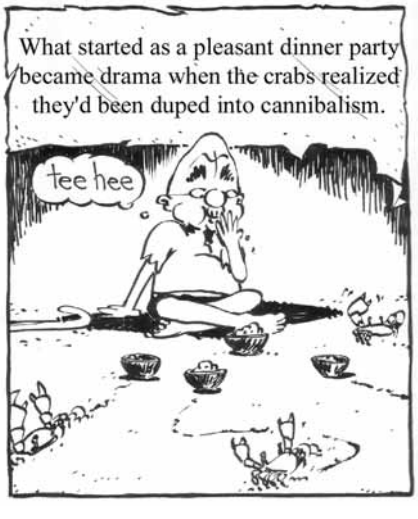
DOWN

2) 38 Down between Main and Shelter
3) Beneath the 38 Down
4) El ___ Caribe (Spanish)
5) A ___maran is a multi-27 Across
6) This can be stem or stern
7) 38 Down ___: a muscular crewman
8) Heavy mats used to scour wooden 38 Acrosses
10) Ringbolt in 38 Down to prevent cable going overboard at sea
12) The 33 Across 38 Down is ____ of the mizzen mast
13) Steering station
14) Hawse____: cylinder to pass anchor chain through 27 Across
17) Rope fibers used for caulking
18) You need a full 38 Down of these
19) Today, a 38 Down is more often made of this than wood
20) Pad___: one fitted to a plate which rivets to 38 Down or elsewhere
24) 'Wooden ships and ____ men'
26) Platform supported by lower mast's trestle-trees
27) Structure on 38 Down with gangway on either side
28) Toward the wind
30) What the off-watch often does
31) Notorious toe-stubbers on 38 Down
32) Space between bulkhead of steerage and forepart of 23 Across 38 Down
34) Large ocean waves
36) To fire shells lengthwise of a vessel's 38 Down
37) Either
38) What a floor is to a building, this is to a vessel
42) Slang for 38 Down hand
43) __ good __ it gets

— *Solution on page 30*

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Mr. Needlefish Does the Job

by Lee Kessell

Mermaid Merry was still living in her beautiful coral house on the far side of the reef, thanks to all of her good friends, especially the glassy sweeper. (Remember how that shark with the toothache got it into his head to catch an easy meal?) Well, one day when Merry was swimming about in the lovely clear water surrounding her home, she met up with Gem, the son of Merman Marcus. Oh yes, if mermaids exist, which of course they do, then so do mermen.

The trouble with mermen is that they choose to live in deep water and so we never see them. Not only that but they aren't very sociable. I wouldn't say that they are unfriendly; it's just that they don't like leaving the comfort of their own homes where storms never trouble them. It is always calm and pleasant at the bottom of the sea and many wonderful deep-water creatures come visiting with interesting stories to tell.

But Gem was still young enough to like company, especially that of pretty mermaids and Merry was the prettiest of them all. So, taking his trident (that is his spear with three prongs) for protection if necessary, he made a special effort to find Merry. Gem wanted to ask her to come to Mother Mermaid's ball. Mother Mermaid was Gem's own mother, wife of Merman Marcus, but they didn't live together because Mother Mermaid had pined for her sunny, coral reef home. They often spent weekends together however, but that was as much as either of them could take away from where they felt at home. The ball was celebrating the wedding anniversary of Gem's parents.

> *Jerry swam off as fast as he could to rouse Mr. Needlefish out of his bed*

"I've been looking for you all over!" greeted Gem. "I want you to come to Mother's ball with me."

Merry was very happy to accept Gem's invitation because he was SO good looking with the cutest black curls you ever saw. Gem promised to pick Merry up at her coral cottage the next day at seven sharp. Deep-water fish with glowing lights along the sides of their bodies were going to act as escorts. As you can imagine, Merry was in a panic all the next day trying to decide what to wear. In the end she chose a golden sheath sparkling with silver sequins and rainbow beads. A coronet of emeralds showed off her bright red hair that floated in glossy tendrils down to her slender waist and matched the deep green of her eyes. A necklace and bracelet of emeralds and rubies was a trifle overdone, but Merry couldn't resist putting on all her best finery. She was ready and waiting when Gem arrived at her door, escorts on either side ready to light the way.

Gem and Merry swam along holding hands and neither of them had eyes for anything but each other. Gem was all rigged out in his best tunic of turquoise silk embroidered with golden sea stars. A circlet of sapphires held his cute, black curls away from his smooth, brown face. No wonder then that Merry was suddenly pulled up short when the hem of her golden sheath caught on a coral prong and ripped with a nasty zippy noise.

"Oh, my dress! It's ruined!" sobbed Merry. "You'll have to take me home."

But before Gem could protest, one of the escorts boomed in his big deep voice, "Not a bit of it. Here — Jerry, hurry off and fetch Mr. Needlefish the tailor and tell him to bring his gold thread."

So Jerry swam off as fast as he could to rouse Mr. Needlefish out of his bed. By the way, Mr. Needlefish the tailor was an oceanic fish with a long, slender body and a beak so long, thin and sharp that he was the best person in the whole ocean to mend Merry's dress. There are certainly needlefish who live on the reef, but these are Houndfish with fatter and shorter beaks making them clumsy sewers so they wouldn't do at all.

In no time, Mr. Needlefish was at Merry's side. He inspected the tear, grunted a bit, and then he threaded the fine gold silk through his beak and carefully began sewing the torn edges together. When the job was done it was impossible to see where the tear had been. Merry looked at her lovely dress and a big smile lit up her pretty face and her eyes sparkled with pleasure.

"Oh thank you, thank you, Mr. Needlefish!" Merry curtsied to show just how very grateful she was.

"Nothing to it, my dear. Now hurry along to the ball, you two, and enjoy yourselves."

It was a ball to remember with everyone dancing, laughing, eating delicate little morsels of plant food and drinking grape juice squeezed from ripe, luscious sea grapes. Merman Marcus and Mother Mermaid kissed and hugged each other and promised to give an even better ball the next year. Gem and Merry kissed and hugged each other too and when Gem took Merry home that evening, Gem asked her to be his one and only girlfriend. Yes, it had been a very successful evening.

The next morning Merry picked up her golden gown from the floor where she had dropped it, being too sleepy to care. She began to fold it before putting it carefully away, but then she thought of the awful tear in the hem and how Mr. Needlefish the tailor had sewn it together again. Was it really impossible to see the mend? Yes, try as hard as she could, Merry could not find where the edges had been brought together. Well done, Mr. Needlefish!

THE END

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DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Last month, we looked at the pros and cons of fish farming. Now let's look at one species which is being successfully farmed in this region.

In Providenciales, Turks and Caicos Islands, you will find the world's only commercial conch farm. Meat from the queen conch (*Strombus gigas*) has been eaten in the Caribbean region for many hundreds of years but conch is now on the list of commercially endangered species because of over-fishing. Conch World Provo hopes that the production and marketing of farmed conch will enable wild conch stocks to recover.

There are several different types of conch but the queen conch is the largest. The conch farm has two 'tame' conch which emerge from their shells when lifted out of the water so that visitors can see the difference between the male (Jerry) and the female (Sally). The male has a long 'arm' which he can rest inside a groove on the female and release sperm for reproduction to take place. The female releases up to half a million fertilized eggs in one spawning.

A conch egg is *very* tiny and hatches into a baby conch which looks nothing like the adult conch we are familiar with. The baby is called a **veliger** and drifts in the sea for about three weeks. Then it sinks to the bottom and **metamorphosis** takes place. This means that it changes shape and begins to grow its shell. The baby conch burrows into the sand for about a year, all the while feeding and getting bigger. Then it comes out and grazes on seagrass and algae.

Conch grow their own shells. As the conch gets bigger, so does the shell. A baby conch has a white shell which becomes brown as the conch grows older. After about three years, the shell grows a lip. The lip becomes broader and thicker as the years go by and has a beautiful pink colour inside, rubbed shiny by the movement of the conch's body.

Most countries have fishery regulations to prevent over-fishing of conch. Only mature conch larger than seven inches and with flared lips can be taken. In the wild, only a small percentage of conch eggs and babies will grow to adulthood as predators such as crabs, lobsters, fish and octopus like them for dinner! The conch farm keeps the eggs and babies in special trays and then in fenced ponds so that a large percentage of them survive. The adult conch can then be harvested and the meat sold locally or exported. The conch farm's goal is to harvest one million conch per year — a great help to global stocks of this fascinating creature.

WORD PUZZLE

The following words from the passage are represented in code but not necessarily in the order given. Find which code symbol represents each letter then find the special word.

ALGAE	◊ • ♥ ◊ !
CONCH	× → △ × □
CRABS	↑ ! □ → →
OCEAN	⊗ ! # + □
SHELL	• ◊ □ × ♥
WHITE	◊ ↓ × ← ↑

Special word: ◊ × ↓ # ← ← □ × ♥

Answer on page 39

ELAINE OLLIVIERRE 2007 ©

JAMAICAN BUS RIDE

by Bev Bate

We had left our boat on a mooring ball in Port Antonio, Jamaica, for five weeks while we returned to Canada.

Our flight from Vancouver arrived in Kingston around 4:00PM and by the time we made a report and arranged for delivery of our luggage that missed the flight, it was closing in on 5:00.

We planned to take a taxi to Halfway Tree, where we had successfully caught local buses to Port Antonio in the past, but always earlier in the day. This time our taxi driver convinced us not to go to Halfway Tree because of its reputation as a hot-spot for transient thieves who frequent the area seeking out innocent passengers waiting for buses in the closing hours of the day.

The taxi driver insisted we go where one bus originated its trip to Port Antonio. Although it would take the longer east coast route around the island (about 65 miles instead of 43), he assured us it was a good, safe bus and he could guarantee us a seat on it.

We journeyed through back streets with the driver to a location where transport trucks were lined along the street in various states of repair. A dilapidated-looking bus was set to pull out onto the street where the taxi dropped us off. It looked like a horror bus from a Central American mountain village. The driver assured us his bus was safe and that he would be driving us all the way to Port Antonio, but it would be a very long ride. Bill looked around the bus, checking the tires, the front end and the axles. They appeared to be solid and the tires had good tread. This gave assurance that the drive train was safe and only the body of the bus was dilapidated.

Here among transport trucks on the street with over one hour to wait until departure, I realized I would have to make a "pit stop". Sheepishly I approached the bus driver asking if there was a toilet I could use. The driver reluctantly said that there was, but it would be most unsavory. I responded that I was a boat person, and if it meant going behind a bush, that was okay. He worked up a bit of a smile and directed me to the facility used by the mechanics. It was cleaner than many service station restrooms I'd encountered.

It was over an hour later when the bus finally pulled out, traveled to a small market and backed in for another lengthy wait right beside the local garbage pile. The stench of garbage and urine was very unpleasant. Several people appeared out of the dark and we heard the noise of someone climbing on the roof of the bus. Bill checked and found people approaching the bus with large boxes and bags of groceries, some of which were being passed up to a man on the roof who was placing them on a roof rack. After about an hour of loading, the roof rack was filled to capacity, as was the interior of the bus, with large bags of produce, meats and furnishings. Every time another person boarded the bus, bags and boxes were shuffled out of the way while the person maneuvered their way to a seat. They were all local people, with bright smiles and warm greetings, and unusually patient although obviously very tired. Bill went to the front and asked if it would be okay to take a photo. Suddenly, the faces looked up wearily with some nodding, while others shook their heads. Consequently a number of people ducked out of sight but most smiled into the camera.

Finally the bus lurched into the night. It was obvious the driver knew every curve and bump. The bus would be moving quickly along the road and suddenly slow to a crawl over a series of pot holes. Most of the passengers managed to drop off to sleep as the noisy bus lumbered along the rough, often washboard, roads.

As the bus traveled through many villages on this Saturday evening, locals scurried up and down the dusty streets, while loud music boomed from car stereos and sidewalk bars scattered along the way. There was obviously night life happening but it was hard to pick out through the dimly lit conditions. When the bus stopped, people would get off and someone would climb onto the roof, unloading goods. The bus was obviously a lifeline for these rural communities and they knew when and where to expect its arrival. The people getting off the bus smiled and gave affectionate words to the driver and little jokes passed back and forth. We had trouble deciphering much of what was said as Jamaican patois was spoken by everyone. Sometimes we could catch the odd word and speculate on the gist of the conversation.

We felt no threat for our safety on the bus or by the people but rather felt quite comfortable and at home, thoroughly enjoying this unique experience. It seemed the bus traveled forever through the night and somewhere around 11:30PM it pulled into a mountain village and began unloading the majority of the cargo. People could be seen in the dim light loading up parcels and trekking up a steep road. The driver told us on some of his trips the people pack their goods home until 4:00AM. While reflecting on the tired faces trekking up the hill, we suddenly felt lonely as we were now the only passengers, save one, left on the bus. We also felt sadness for the passengers who had to pack their goods all the way up the hill. It was obvious their night was far from over.

Our night was nearly over and at 12:30AM we arrived in Port Antonio. The smiling driver dropped us off right at the marina gate.



Filled with rural villagers and large bags of produce, meats and furnishings, the bus from Kingston to Port Antonio traveled 'forever' through the night

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Undone at the Seven Sisters

by Tina Dreffin

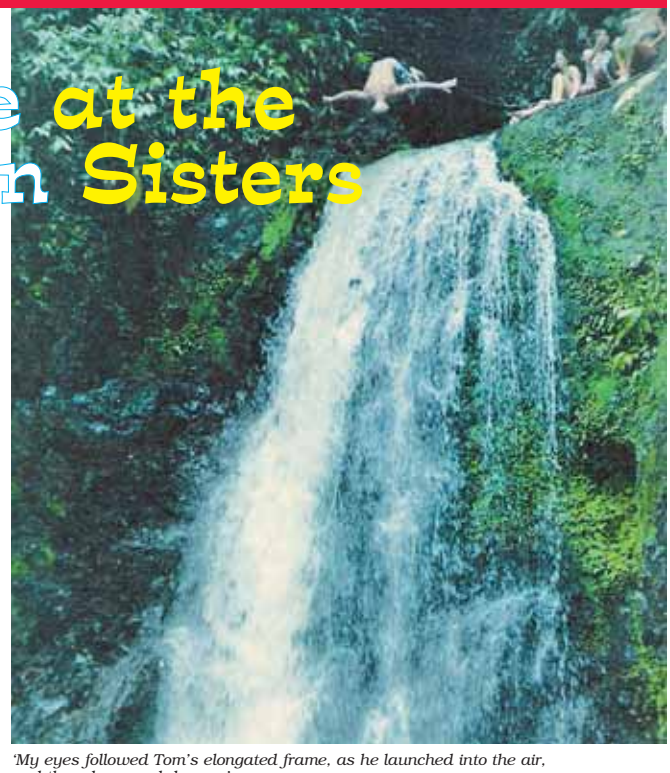
It was early morning in Grenada. The sun was just gilding the hilltops that fringed the harbor, leaving the lagoon still in shadow. Heat rapidly replaced the tropical mist drifting over the dark still waters as the red orb rose. Fishermen began to drift in from their nightly excursions, and I studied them from the bow of *Scud*, our 44-foot catamaran, while trying to summon a lightening bolt of energy from my mug of caffeine. Today, we were trekking to the Seven Sisters Waterfalls. All of us were going: my husband Peter and I; our teen sons, Adam and Warren; our friends on *Ocelot*, Jon and Sue, and their teen kids Chris and Amanda; and other teens in the harbor.

Last night during our regular evening discussions with Jon and Sue, it was "decided" that we'd all jump from the top of the falls — a tall order for this 50-year-old cruising broad. Could I do it? Of course. Should I do it? Of course NOT. But — would I do it? That was the puzzling question nagging me now, for adventure stuck to me like two sides of Velcro. Before plugging myself into the morning routine to get us all off the boat in time to make the falls before the heat of the day melted us to puddles of oily butter from the liters of sun lotion we'd apply, I decided. If Sue did it, then I would. She's the more sagacious of us two.

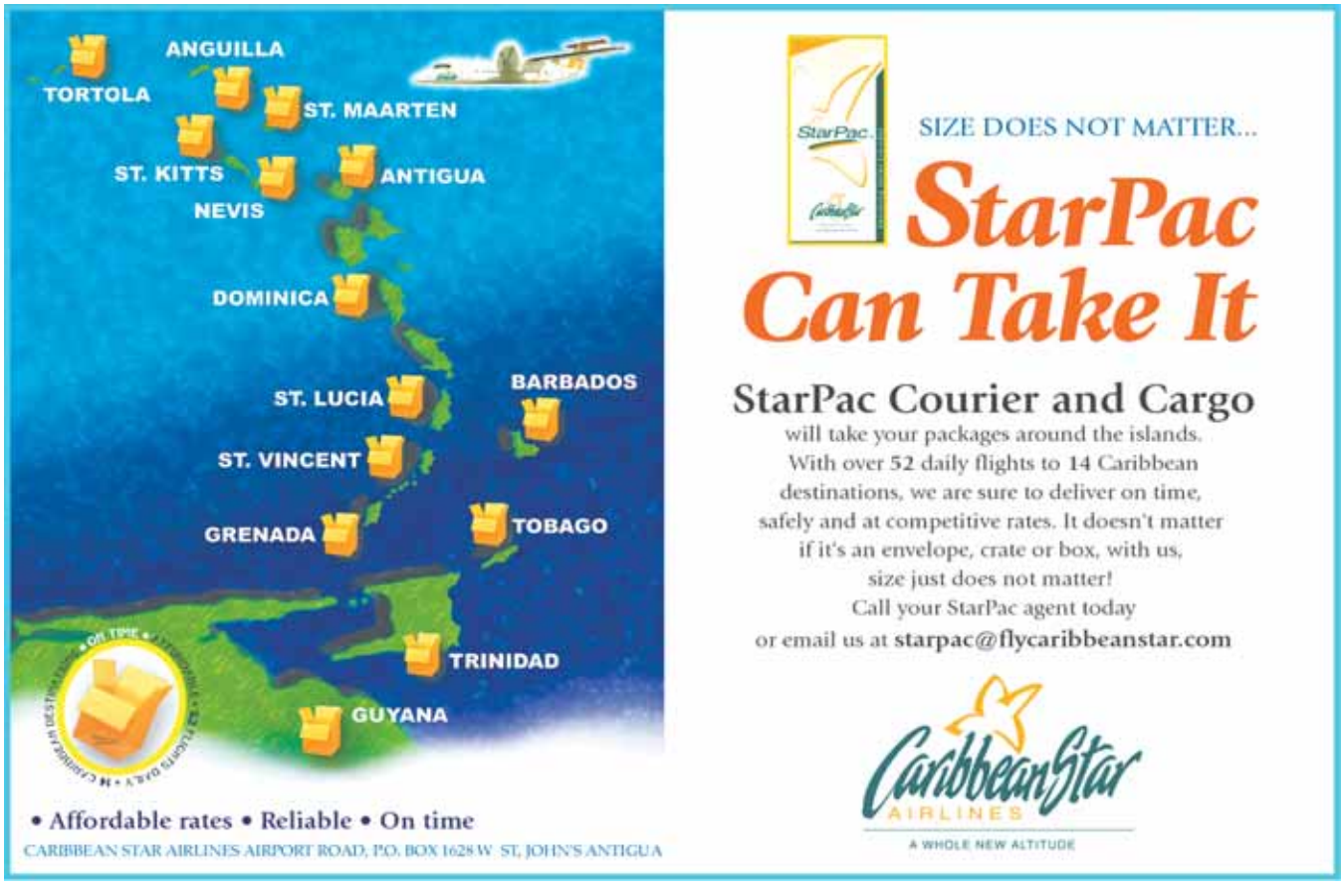
"Catch the first morning jitney that heads into the Grand Etang forest reserve," said the woman at the local farmer's market, whose advice I'd sought. We heard it before we saw it: Thunderous reggae music blasted from around the bend, riding the morning breeze. A beat-up van rounded the corner, painted in the Rasta colors of red, yellow and green. School children rushed the roadsides to escape its path of impending fury. I stepped back to merge with the stately palm behind me. "Rastaman" announced itself in scarlet letters down the sides, and it continued barreling forward, vibrating to the reggae beat, wheels pulsing. My husband Peter motioned for a pick-up, and it skidded to a stop, practically doing a wheelie. "Crikey!" I thought. "Are we boarding this thing?" I hissed to Peter.

With less confidence than we felt, we boarded the already-packed bus, passing coins to the "conductor" — a young boy wearing a bulgy bobble hat of multi-colored wool in the colors of the Ethiopian flag. Mothers of ample girth squeezed closer to make room, half-seats were yanked down, and young children collected onto laps. Numerous limbs hung suspended from open windows. In the hot air, I fought to catch my breath, gazing around at this death-trap, and death seemed probable; imminent, in fact. Peter looked apprehensive — a bad sign, as he's definitely the more composed of us two. But the teens were in high euphoria over the thrill of the ride and, more likely, the joy of the raucous tune still detonating from the oversized speakers in front and back.

—Continued on next page



'My eyes followed Tom's elongated frame, as he launched into the air, and then down and down...'



—*Continued from previous page*

Our driver drove like a madman, bent on speed. Bodies slid to the right, then left, and faces mashed against windows when rounding a corner. I knew what my seat-neighbor had for dinner the previous night by the aroma wafting from his breath. Body odor seeped from the mass of humanity, gathering into a thick cloud overhead. More bodies boarded. I counted 22 in a van that should safely seat 11. I shut my eyes and pulled down my sunglasses, willing myself to ease into the rhythm of the adventure. "Part of the experience is getting there," I said to myself over and over.

An hour later, we entered the dark rainforest of the Grand Etang forest reserve, and were the last to get off, the van now empty. I thanked the blessed "whoevers and whatevers" for our safe arrival, as we spilled out onto the pavement, rubbing sore limbs and crunched elbows. In a flash, we were lifted into uproarious laughter: We had survived!

The teens charged up the road and disappeared into the rainforest, while we adults bantered about our ride from hell. Though nearly late morning, it was cool under the canopy of vines along the dirt trail that led to the Seven Sisters Waterfalls. Cocoa, nutmeg and banana trees bordered the skinny trail. Scarlet birds of paradise peeked from behind a curtain of elephant ears that grew alongside the riverbed. Hills formed a backdrop to the forest that now ran in a narrow belt along the riverbank. Tree trunks were daubed with multi-colored lichens: sulphurous yellows, burnt oranges, blues and greens. We slipped and slopped along the muddy trail, following the rich sound of the teens' giggles in front.

Forty-five minutes later, a gallery of trees opened to reveal a tumbling cascade that dropped into an emerald-green pool, beckoning us. Tangled ropes of lianas, called "monkey ropes," dangled from the dense greens of the undergrowth, reaching out to kiss cascading waters. The kids disappeared into it, racing one another to the top of the falls, first navigating across vast chasms of raging waters of smaller cascades. At the top, there is no honorable return — you either jump or camp out, immersed in your own jittery nerves, until finally someone pushes you over the edge.

The falls stretch beyond tree height, releasing a roar loud enough to blanket words. At the summit, the kids appeared tiny against the backdrop of the hills.

I looked at Peter — he shook his head a big no! Sue? "You're crazy, girl!" she said. Whether I do it or don't was shoved back into the genie bottle, and we quickly peeled off our sweaty clothes to dive into the pool from its rim. The coolness of the clear green waters swept us away. Peter challenged me in a race to the bottom fury of the falls, where mist was heavy with water droplets, so thick I couldn't inhale without gagging water. Current tugged at my suit, and I thought my skin might peel off. Behind the falls, we kissed.

Energy spent, we collapsed onto sun-baked rocks to munch on our picnic, idling the afternoon away, while waiting for the kids' big jump. Emergency supplies were hidden in the bottom of my bag, just in case, but I'd left behind the butterfly strips — you just never know. (On our last waterfall trek, Warren had cut his foot on a tree stump, leaving a trail of blood.)

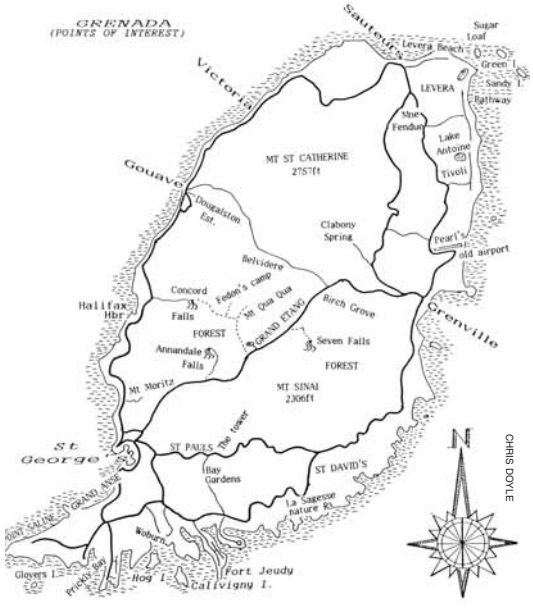
The kids had made the summit. Screams drew our eyes to the undergrowth next to the falls at the bottom, and a young girl emerged in tears. She'd frozen with fear at the top, and her father had guided her back down. My nerves grew taut, and my legs felt weak, considering our sons' risk.

Suddenly, I heard Sue gasp and looked up into the clouds. My words hung limp in my throat, and I grasped her arm: A body was falling, suspended in air, a scream running before the female shape. Her body fell into the dark waters, where a confetti of boulders bordered the pool below. When her head surfaced, I breathed a sigh of relief. The kids applauded from the top, yelling "whoop, whoop," and then Tom from *Toucana* walked up to stand sentinel at the narrow edge. His arms stretched overhead, and he slowly bent forward at the waist. Surely no! Please no! I willed him not to: Just jump — please!

Arms pulled him forward and he leaned forward over the falls, tumbling into the curve of his body with feet extended behind, stretched out in beautiful form — a perfect swan dive. A 10! Tears welled in my eyes, considering his risk. "I am not going to be the one to tell his mother," I said to our friends. None of us had brought a mobile phone — we didn't even own one! No public phones nearby, either. Nothing but a crazy jitney to flag down for any 911s.

My eyes followed Tom's elongated frame, as he launched into the air, and then down and down. A splash and his head popped up from the surface. He was triumphant; the kid crowd atop the falls went wild. I pressed my hands to my face and bowed my head: Kids! One after the other they tumbled forward, dropping into the pool below. Our sons jumped last, helping others go first, encouraging them with "whoop, whoop".

As we stood on the pavement waving down another outrageous, gleeful Rasta driver, I realized I had become undone — euphoria had untwined my taut violin strings; we had survived another riotous day in the paradise of Spice Island. Once onboard, I donned my sunglasses, kept my eyes open, and sang along with our friends, "No woman, no cry", to the beat of Bob Marley. As we rounded the bend, a red orb plunged into the sea, to be resurrected again with the next dawn — along with a happier me.





RAINFOREST FEAR

by Jack Foard



Looking down from high on the aerial tram it was hard to believe I was looking at the canopies of 20-foot-tall tree ferns, part of the understory far below. They were as symmetrical as snow flakes but verdant and alive. The whole forest breathed out rich vapors and sensuous earthy smells. Desiré said she felt fabulously invigorated by "all the oxygen in the air." Whether it was the oxygen or the simple quiet majesty of the forest, it was indeed intoxicating.

Dominica is perhaps the last true jewel in the Eastern Caribbean. The island has very few beaches and those have black volcanic sand rather than shimmering aqua shores. The beach and waters seem dark and uninviting, not even hinting at the wonderful clarity of the water and the treasures of brilliantly colored soft coral and sponges not far beneath the surface. The sparse and dark beaches have been a blessing of sorts as the big money resorts have shown no interest in building high-rise hotels and waterfront tourist zones or lengthening the runway to bring in 747s. This has given the government time to plan for a growth that is all about protecting and managing the great natural riches of this unique island. Dominica is unspoiled, the way we dream a lush Caribbean island should be.



Caption

Our friends Chris and Yani on *Magus* invited us, along with Big John Cooper from *Durban Dancer*, to join them on a tour of the island. We hired a local guide named Winston who knew the island and its history and loved to share his island's story. We spent the day with Winston in his shiny red van called "Bling Bling", and what a wondrous day it was.

The first stop of the morning was at a small rum distillery, surrounded by its own fields of sugar cane. We saw the old waterwheel-driven cane crusher and the giant vats of brewing rum and the steam-driven condensers that pull the devilish rum from the fermented swill. A glistening black man, muscles rippling in the glow of the fire, had opened the door of the fire box and was tossing in large rounds of logs to stoke the fire even hotter. He had not an ounce of fat on his body and his hips hardly held up what appeared to be nothing but boxer shorts. Winston winked and said, "His problem is dat he is da rum taster, too!"

Our host led us to the office and proudly set out examples of the various types of rum they bottled. There was the cheap white rum, cured for at least several weeks, that tasted like raw firewater but cost only $3 per bottle. The most expensive rum was a dark aged rum for about $12. We sampled little sips of all of it and headed back to the van with our "souvenir" bottles.

As we headed along the road precariously perched on the cliffs over the ocean we could see there was a cruise ship coming in to the town of Roseau, and on this day that was a good thing. The aerial tram in the rainforest is only open on days the cruise ships come. Winston's plan was a good one: to get us to the rainforest before the busloads from the ship started to queue up.

We were the first customers of the day and shared our open tram with just two other people. Our guide, Rosa, gave us a wonderful narrated tour of the understory on the way up to the top of the mountain. She pointed out various trees, flowers and birds and told us stories about the aphrodisiac properties of some of the plants. But her accent was so thick and she had to work so extremely hard at e-n-u-n-c-i-a-t-i-o-n that the punch lines somehow lost their punch, though she was very entertaining and informative.

On the way up we crossed high above a deep gorge and could see a suspension foot bridge that crossed the chasm below. Rosa said, "When we get to the top, those of you who wish to may exit the tram and hike down where we will cross the bridge on foot and proceed to the tram station just below."

Riding on this tram was pushing my comfort level, as I have a dread and fear of heights. I was just about praying that no one would want to cross that skinny little bridge swaying high above that steep rocky gorge. My pulse jumped ten beats when everyone else agreed that it would be great fun. What was I going to do?

When the tram stopped to let the group out, I found myself following along thinking that if it was too much for me to handle I could always walk back up and catch the tram down. As we approached the bridge I could appreciate how sturdy and well made it was. but the gorge looked ever deeper and more menacing with each step closer. I had already confessed my fear, so all eyes kept glancing back to see how I did as one by one, Des and my friends stepped fearlessly onto the swaying bridge, something I could not understand.

The sides of the gorge dropped away quickly and it did not take long before small waves of panic began to flow through me. With each step farther out and over the abyss my legs got weaker. I truly wanted to turn around and run back but I made myself take one more step and one more step and one more step. I was dismayed that all those steps seemed to hardly help the situation, as the gorge just keep getting deeper and deeper. I didn't quite realize it, but as the gorge got deeper I bent my knees more and more to get lower and lower. Somehow that made me feel less likely to fall over the side.

After we had clearly passed the point of no return I got a nice ovation and the words of encouragement never stopped, but I really was scared witless. When we finally reached the safety of the other side my legs were like rubber from walking so far on severely bent and tense knees. But I did it!

I was thrilled to get back on the tram and glide silently over the top of the rainforest canopy. We saw that many of the tall trees were blooming on their sun-exposed tops and the blossoms were alive with insects and birds. The volcanic mountains that surrounded us made it all seem wonderfully prehistoric and wild. It was a wonderful trip. My knees were weak but my smile was strong.

Jack Foard is cruising the Caribbean aboard the Admiral 38 catamaran Famous Potatoes. *Visit his website at web.mac.com/famouspotatoes2.*



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EDDOES

Cruising on roots! Seems every island market we visit has one or two "new to me" root vegetables. We found a hairy odd-shaped one in Carriacou called "eddo". Our local friend Rudy says a good broth cannot be prepared without them.

The flesh is usually white, but it can also be yellow, pink or orange. The taste is similar to an Irish potato, but with a pleasant nutty flavor. Raw eddoes should never be eaten as all varieties contain calcium oxalate crystals. These crystals can cause you considerable discomfort, but disappear during cooking. If you are new to eddoes, it might be wise to wear gloves when peeling as they can irritate the skin.

Eddoes (*Colocasia esculenta var. antiquorum*) are a very old food; they have been cultivated longer than wheat. First grown in Southeast Asia, eddo was first recorded by the Chinese about the time of Christ. Eddoes were grown around the Mediterranean long before the potato. Known as "taro root" in Hawaii, eddoes are the main ingredient of the Hawaiian dish *poi*, which is made from steaming or boiling them before mashing them into a paste.

Eddoes provide a good dietary fiber at 110 calories per adult serving with no cholesterol, but two grams of protein. The starch molecules in eddoes are among the smallest in the plant world and make them easy to digest.

Eddoes can be fried, baked, roasted, boiled or steamed. Eddoes absorb large quantities of liquid while cooking adding bulk and flavor. Casseroles, soups and stews benefit from these roots.

Select tubers that are firm and hairy, with no wrinkling. Purchase the really small smooth bulbs that are tiny attachments to the head root. We learned the "hard" way that some eddoes won't become soft and creamy when boiled, but remain hard. This comes from too much water content. Peeling one will show water or palatable dryness at the center to a trained eddo eye; ask to have this done at the market stall before purchasing.

Store the roots for up to one week in a cool and dry location, making sure that the roots do not dry out.

Eddo is a perennial crop grown throughout the tropics. Like dasheen (which I wrote about in the June 2007 issue), eddoes will grow almost anywhere. Clusters of smaller brown hairy roots surround the central "head" eddo root, and it is these smaller roots which are harvested. Eddoes flourish easily in moist soil and left alone will naturally multiply. In fact, in parts of the United States eddoes are considered a pest plant. The only problem with planting eddoes is using them all!

Eddo Garlic Pie
1 pound eddoes, peeled and boiled
2 medium onions, chopped
6 cloves fresh garlic, minced
1/4 Cup flour
Salt and spice to taste
3 Tablespoons butter or margarine
1/4 Cup grated Parmesan cheese (Cheddar will work)
1/4 Cup bread crumbs

Mash eddoes. Mix mashed eddoes with onions, garlic, flour, salt, spices and milk. Place in a greased baking dish or pie pan. Top with butter slices and cheese.

Bake for 45 minutes at 375°F. Remove and cover with bread crumbs. Return to oven for 10 minutes. Serves four.

Sliced mushrooms, shredded carrots, or other vegetables may be added. Eddo pie gets firm as it cools.

Cream of Eddo Soup
2 Tablespoons butter
1 medium onion, chopped
2 cloves garlic minced
1/4 Cup chopped celery
2 pounds eddoes, peeled and diced
4 Cups chicken broth
1 bunch chadon bene, chopped
Salt and spices to taste

Melt butter in a large pot on low heat. Stir in onion, garlic, and celery. Add eddoes. Cover and cook for 15 minutes. Add chicken broth and boil until eddoes are soft. Add chadon bene, salt and spices to taste. Serve it as it is, or put soup into a blender and purée.

Eddo Shoestrings
2 pounds eddoes
Salt and spice to taste
Oil for deep frying (three to four Cups)

Peel and slice eddoes into thin strips (about 1/8 inch thick), Place strips in ice water for half an hour then towel dry. Drop into heated oil and fry until golden brown. Turn with a wire skimmer. Drain on newspaper or paper towels. Sprinkle with salt and seasonings.

Eddo Cakes
1 pound eddoes, peeled and grated
2 Tablespoons flour
2 chadon bene leaves, chopped fine
1 medium onion, chopped
1 medium sweet pepper, chopped
3 Tablespoons butter
Salt and seasoning to taste.

Blend grated eddoes with flour and chadon bene, and season to taste. Cook onion and pepper in butter until brown. Drop eddo mixture by large spoonfuls into the hot skillet on top of the onions and peppers. Cook until golden brown. Cakes should be about three inches in diameter and less than one inch thick. Carefully turn with a spatula.



'Cruising on roots! We found a hairy odd-shaped one in Carriacou called "eddo"'

For the Gardeners

First locate some eddoes to plant. For a nice-sized row you need a five-gallon bucket of starter eddoes. Fork the row about 12 inches deep and 12 inches wide. Pull dirt up so the row is about eight inches high. Plant the starter eddoes so the green stem points upward. Space the roots about six to nine inches apart.

Keep eddoes watered and they should sprout new stems in two weeks. For a small vegetable plot, or even a flower garden, eddoes make a nice border, but initially will take daily watering. A soaker hose is a useful tool to get the eddoes growing. Eddoes grow up, not down as most roots, so dirt must be carefully pulled around the protruding roots. This molding will cause the eddoes to start more of the small clusters. Once a month, fertilize with diamonium sulfate and phosphorus.

Eddoes must be harvested in the dry season when the leaves yellow, wilt and disappear. This is usually a five- to six-month cycle depending on the occurrence of rain. Use a fork and carefully pry the clusters of roots from the soil. Then wash and store in the sun to dry. Once dry, store in a cool dry place.

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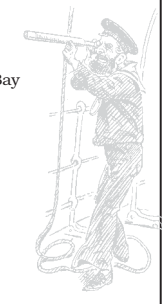
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Une Casserole à la Mer

I'm Luke, Chef de Cuisine and new manager of Whisper Cove Marina in Clarke's Court Bay on the south coast of Grenada.

It's with great pleasure that I offer you this recipe from my French/English cookbook, written especially for people living on boats.

I hope you enjoy!



Barracuda in Cider
6 potatoes
1/2 litre (2 Cups) apple cider* or white wine
2 onions
2 Tablespoons olive oil
4 slices of barracuda or other white fish**
2 Tablespoons flour
200 grams (about half a pound) tomatoes, chopped
Salt and pepper
2 garlic cloves, finely chopped
Parsley, finely chopped

Preparation: 10 minutes
Cooking time: 30 minutes
Peel and slice potatoes and cook 10 minutes in boiling cider. Remove, reserving cider.
Slice onions finely and simmer in olive oil until translucent. Remove.
Coat fish with flour, and brown both sides on high heat in the oil in which onions were cooked.
In an oven dish, arrange the sliced potatoes and onions, then the fish, then the chopped tomatoes, then the reserved cider.
Season to taste with salt and pepper.
Cook in hot 220°C/425°F oven for 20 minutes.
Three minutes before serving, sprinkle with garlic and parsley.
Serves four.
Bon Appétit!

** This is the European or British cider with alcoholic content. rather than the American (i.e. non-alcoholic) apple cider or sweet cider.*

*** In areas where ciguatera ("fish poisoning") exists, such as the Virgin Islands and northern Leewards, substitute dorado or similar white fish for the barracuda.*

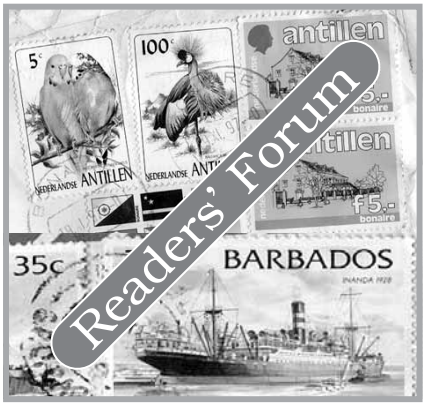
St. Lucian Seafood Stars on TV Special



A visit to the weekly fish fest at Anse La Raye, a picturesque anchorage and fishing village on the west coast of St. Lucia, was a highlight of an hour-long television special which aired on Saturday, July 14th at 9:00PM (EST). The Food Network's Emmy-winning Paula Deen visited Fond Doux Cocoa Plantation and Castries Market with local chef Robby Skeete, and showcased examples of the island's fare, including local produce, saltfish and banana ketchup.

Forbes magazine listed Deen on their "100 Most Powerful Celebrities in 2007" list and last year the *Wall Street Journal* said her show, "Cooking with Paula Deen", was the highest-rated cooking show.

This special will be shown again on the Food Network throughout the year, but you don't have to wait. Anse la Raye holds its fish fest every Friday night, and it's a good overnight anchorage except in times of northerly swells.



Dear *Compass*,
Please note that apparently the Caribbean Maritime Mobile Net (George) has moved to 7250.0, not the 7241.0 listed in the June 2007 *Compass*. I don't know when or why they changed, but we found out only when we no longer heard it on 7241.0.
Regards,
Bill Campbell
S/V Alcheringa II

Dear *Caribbean Compass*,
I read with interest Guy Matthews' article "Yacht Insurance, Past, Present and Future" in the June 2007 issue of *Compass*.
Alas, Mr. Matthews suffers from one of the same complaints he makes against surveyors — lack of precision [and] lack of data to support his claim.
In particular, he boldly proclaims "brave" yacht insurers heroes for continuing to insure yachts during a time of "unprecedented" and "horrendous" losses. Alas, there is not one number, not one statistic, nothing in his article to back up this sweeping claim. I for one doubt it is even true. I, one of many, question the high rates charged by the insurers.
While it is probably true that there are many more recreational and personal sailing and motor vessels out in the world today, is it really true that the percentage of claims is greater than in the past? Is it really true that the cost to insurers is greater than ever before compared with the amount they take in? If it is, it would be most kind of Mr. Matthews to give us the data. Since he is in the yacht-insurance business, surely he has this information at his fingertips.
Mr. Matthews also claims that the GPS has been a blessing "to salvors, surveyors and boatyards due to numerous groundings, strandings and other untoward events caused by over-confident boatowners who lack basic sea sense". While this may be a small part of the story, I'd bet that the GPS has done more in avoiding such situations than the paper charts of old. Proof of that may lie in the history of shipwreck after shipwreck across the Caribbean in days of yore. What skipper in the 18th century and up to GPS times wouldn't have given an arm and a leg for a GPS during storms where star sightings could not be had, where in rough weather even a good star sight could be a mile off position, and where dead reckoning was close to just that.
Sure the GPS can be abused. Sure the GPS has led to more unskilled sailors going out to sea, but on balance, I'd wager it has done more to prevent wrecks than cause them.
Ken Campbell
S/V Magic

Dear Ken,
As mentioned in its footnote, the article in question was excerpted from a presentation given by Guy Matthews to the annual meeting of the US National Association of Marine Surveyors in Galveston, Texas, in April 2007. The presentation, geared toward professionals in the field, was very much longer and more detailed; the choice of what to include in the Compass *article, and what to leave out, was the editor's.*
We have asked Guy Matthews for his comments on the particular information you found lacking or questionable in our version of his presentation. His response follows.
CC

Dear *Caribbean Compass*,
First, I hope that the platoon of surveyors with whom I deal daily do not find out that their oracle is charged with the surveyor's most serious of crimes — lack of precision and inadequate data support. Touché.
Second, I am not a spokesman for any insurer or special interest and the opinions which I express are empirically based on personal viewing of yacht insurance claims crossing the claims desk rather than being based on the conventional waterfront wisdom so often expressed over sundowners.
Yacht insurance buyers should be aware that yacht insurance is but an infinitesimal speck in the insurance marketplace and is affected by external factors far beyond its control. Therefore it is important for the yacht insurance business to stand alone as much as possible by taking in more in premium than is paid out in claims. I do not have access to the specific loss ratios for yachts, but the status of the overall insurance market is well documented in the world's financial press, governmental filings, annual reports and multiple other sources. It is known that as a result of natural disasters in the past three years, the world's insurers have paid out far more than they took in to insure the lost or damaged properties.
Every indicator suggests that in recent years the insuring of yachts has been far from profitable. Absent the specific yacht premium-to-loss statistics but relying on almost 50 years of experience dealing with the ebb and flow of marine claims, some facts seem self-evident. Just as the experienced mariner who observes the wind blowing 40 knots in harbor can reliably forecast that it is rough offshore, the increasing flow of more and larger claims across the claims desk is as good an indicator of the market as can be had. The yacht insurers have had a rough period.
With the dramatic increase in the size and frequency of yacht claims in the last decade, I cannot conceive that the yacht premium income of 2004 and 2005 could come anywhere close to the claims outflow. We have seen at least three insurers exit the market in the period and are aware of other well-intended yacht insurers who went into receivership before the subject period. Many of the yacht insurers remaining in the market have added restrictions and draconian terms to their policies. There is not a queue of enthusiastic insurers clamoring at the barricades to get into the yacht insurance business.
I have had the privilege to live through the period in which yachting grew from the domain of the rich and famous to the present "everyman" level and I know of no other series of disasters affecting the yacht insurance market which will approach the 2004 and 2005 experiences. I was intimately acquainted with Hurricanes Audrey, Carla, Camille, Betsy, Andrew, and Hugo in the years before Ivan, Wilma, Katrina and Rita, and can say with certitude that the latter quartet of apocalyptic storms was far more destructive to the yacht insurers than was the previous group.
There is little argument among yacht insurance professionals that there are more and larger claims today than in years past. Using the same flow-of-claims logic cited above, it is my opinion that the percentage of claims to vessels insured has increased significantly and that the size of the claim has increased exponentially. Unfortunately the actual statistical information is not at "my fingertips" as you suggest, but is "seat of the pants" information.
I have never derided the improvement that GPS has made to navigation (I am not an idiot). But if Captain Campbell could sit in the claims desk for a few days he would be astounded at the GPS stories that cross the desk. One underlying factor which we see regularly in those relying solely on electronic charts is the surprise when their vessel humps on a shoal which was charted before Francis Drake was a cabin boy. I believe that paper charts are a necessary supplement to the GPS and the electronic gizmos sold to the boating public as a panacea for navigation ills. (There is nothing as comforting to me on a dark night in close proximity to shoals as physically putting an accurate "X" on a paper chart.) Many of the ills in the salvage and boat-repair businesses trace their existence to the GPS which encourages the increasing horde of "over-confident boat owners who lack basis sea sense".
Harking back to my long-lost youth on the Texas waterfront (and based on seat-of-the-pants statistics), I believe that vessel owners and operators of the period were more competent than the owners who today commit the truly outrageous lapses in common sea sense which result in insurance claims.
I would like to add that our experience is that the Caribbean boater, excluding Puerto Rico, is a far superior seaman to his or her *nouveau riche* mainland US counterpart. Such is life at the yacht claims desk.
Peace and good sailing,
Guy Matthews
Texas

Dear *Compass*,
Please accept this response to the June Forum's letter from Katie aboard *S/V Raven Eye* about the unorthodox VHF cruiser's net which until recently had been broadcast here in Margarita on Friday mornings.
I am the cruiser net announcer in question. Over the past year, I've delivered some 50 broadcasts of "Funky Friday Morning Edition of the Porlamar Cruisers' Net". I am also guilty of 72 similarly idiotic cruiser net broadcasts in Luperon, Dominican Republic (2001-2002) and 12 irreverent broadcasts in Grenada (2005-2006, which inspired an even more irreverent three-CD series known as "The Grenada Cruiser's Thirty Minute Radio Hour").

—Continued on next page

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If you've ever heard one, you know my nets are a little different. Okay, a lot different. Okay, my nets are nuts. Yes, they're satirical. Irreverently so. Yes, they spoof "normal" cruiser nets and those who take them (too) seriously. They include all the necessities — the weather, security matters, etcetera — but they also poke fun at ourselves, the cruising lifestyle, the world around us and this ridiculously wonderful life we all lead. Amidst all the buffoonery and jokes, I've no doubt violated dozens of international maritime communications technicalities by singing songs (about dinghy security) and playing rock music (for a whole 20 seconds). Sometimes, I've even offered two- or three-minute "radio sermonettes", asking ourselves relevant questions about respect for the places we visit and the people we meet, about the way we relate to one another and about why we are out here, doing this. You'd never knew when certain other (fictitious) cruising characters might chime in, especially when I forgot to take my schizophrenia medication. Hell, I think I might have even given advice on romance and personal relationships a time or two (my own particular area of expertise). So no, not your typical morning cruiser's net at all.

But most cruisers really seemed to like it. Over the years, I've received only positive feedback: compliments, enthusiasm and support and all greatly appreciated, just like the comments from *Raven's Eye*.

However, more recently, there have been complaints. I kinda sensed this when certain listeners started disrupting (keying out) the broadcasts and/or calling out obscenities. Hey! I'm a perceptive kinda guy! I can tell when I've pissed someone off, having had a lot of experience in that regard.

Now, all the fans of the Funky Friday Net advised me to ignore it all, to carry on with all the jokes and frivolity and I tried, really I did. But gradually I came to the conclusion that maybe it would be best to stop.

Why did I give it up? Three reasons.

First of all, the whole point had been to add a little mirth and merriment to the net once a week, maybe create a little positive spirit in the anchorage, give us a yuk or two in the morning, unforgivable sins like that. But all the negative waves from those few who felt my net was too unconventional, controversial or inappropriate, seemed to undermine that original intent. (I mean, what's wrong with advising cruisers to never date anyone who has had a fungus named after them? Isn't that a valuable public service?)

Secondly, all the grief I started receiving took all the fun out of it for me. Yes, I know what you're thinking. Many supportive cruisers told me "Hey, if they don't like it, they can just turn their radios off" (or, as I've suggested during some of my broadcasts, "just tear that sucker out by the roots and throw the damn thing overboard"). And it's true that no one really has any right to expect a cruiser net at all, let alone demand one that meets their approval in every way. Don't like it? Don't listen! Seems fair enough.

True, but knowing that some others, even a narrow-minded few, find the broadcasts irritating or moronic (the two words most commonly used in high praise of my program) made me uncomfortable. Sure, they can turn their VHF off but who the hell am I to force them to do so? Who am I to deny them their conventional net, even though no one's entitled to any net to begin with?

And finally, all the bad vibes aside, the naked truth was that my nets were illegal. The VHF "by-the-bookers" rightfully observe that such broadcasts transcend the legitimate use of VHF radio. VHF is meant solely for legitimate, necessary maritime communications, not music, not humor, not entertainment and certainly not my stupid cruiser net, even if it does also happen to serve a legitimate purpose well (to the extent any VHF cruiser net does so). That aside, I never would have concerned myself with VHF regulations in the absence of complaints. However, since those complaints have now come forth, their point, however technical, however anal, however rudely delivered, must be taken. When it comes to matters nautical, I believe in rules too. They are right and I was wrong.

You may disagree. Many have. Some feel I'm being cowardly or "letting the bastards get to me" and to hell with any petty VHF technicalities. A few fans actually were annoyed with me for quitting. But hey guys, I'm just a low-life, long haired vagabond hippie cruiser trying to have a good time out here, not create controversy, detract from a harmonious harbor spirit or deliberately piss anyone off. (Those who know me know I can do that well enough by accident.) Then you might reply, "Hey man, if you're going to do irreverent satire, you're going to piss a few folks off. If that bums you out, then gee, maybe you've got the wrong hobby"! And maybe you're right, but one thing's for sure: I never dreamed I'd get busted by the damn VHF police!

That's right. Prompted by the aforementioned complaints, the "Funky Friday Morning Edition of the Porlamar Cruisers' Net" is now on indefinite hiatus pending my indictment on 130 separate violations of international maritime communication law (not to mention a couple of injunctions filed by some board of radio journalism ethics or whatever). Pending my conviction(s), I'll continue to volunteer to do the net here in Porlamar (now from a handheld smuggled into solitary confinement here on Cell Block F) but, on the advice of counsel, without any of the earlier Funky Friday frivolity. Sorry to those (including me) who used to look forward to it.

But my sincere thanks to everyone for their support and encouragement. Again, my only hope was to bring a smile to your face and if I ever did, I'm thankful. It has been my pleasure. To the extent I have offended anyone or failed to live up to their expectations for a more austere and normal cruisers' net, I do hereby publicly and most sincerely apologize.

So, let's get back to basics, back to more serious, conventional, strictly informative and universally acceptable cruiser nets. In the meantime, I'll behave. Really. Honest, I will. My attorneys told me to say so even though the court-appointed psychiatrist has his doubts. But remember this folks: if you heard it on the Funky Friday Morning Edition of the Porlamar Cruisers' Net (or if you read it here in the pages of *Caribbean Compass*) then it certainly must be true!

Keith Smith
S/V Nomad

Dear *Compass*,

Quote from July 2007 *Compass*, Info & Updates department:

Allen Chastenet, who is also St. Lucia's Minister of Tourism (and chairman of the Caribbean Tourism Association — CTO): "The evidence is now overwhelming that tourism and commerce in the Caribbean have suffered considerably as a result of the Western Hemisphere Travel Initiative passport rule."

If what Mr. Chastenet says is true (where does this "overwhelming evidence" come from?), why are the Caribbean islands, including St. Lucia, continuing to build more and more hotels to add to those that already have only a ten-percent occupancy six months out of the year? Is it possible that the decline in visitors to the Caribbean is more of a direct result of the price-gouging CTO members engaged in during the "disastrous" (Mr. Chastenet's word) World Cup Cricket? Or possibly, because of all of the predictions of thousands of cricket fans coming to the islands, non-cricket fans stayed away?

Hasn't the CTO been paying attention to the fact that the United States has been tightening their borders since the terrorist attacks of September 11? And have they not been paying attention to the heated debate currently taking place in the United States regarding the estimated 13 million to 20 million undocumented (i.e. illegal) persons currently in the US and how best to handle that situation? (To put those numbers into perspective: the number of illegal aliens in the US is more than 13 to 20 times the total population of all OECS countries combined.)

What are the tourism officials of the Eastern Caribbean doing to prepare for the inevitable when the passport regulations do go into effect? Perhaps they should follow the example of their counterparts in Jamaica who, instead of wringing their hands and crying "woe is me", took a positive approach. They set up kiosks in a number of US airports where they offered a cup of Jamaican coffee and handed out passport applications to those who stopped by.

Surely, something along those lines would be more productive than hyperbole.

John Pompa
S/V Second Millennium

Editor's note: We attempted to contact CTO Chairman Allen Chastenet for a response, but were unable to do so before press time.

Dear *Compass* Readers,

CrisisShield's Grenada Appeal, originally conceived as a 12-month project, has closed after 33 months working with the people of Grenada.

CrisisShield came about as a result of the Category 4 Hurricane Ivan which, on September 7th, 2004, left one-third of Grenadians homeless. The island was devastated, with damage estimated by the International Monetary Fund to be more than 200 percent of Grenada's gross domestic product. This was a disaster of immense proportions and, being so quickly followed by two century-class disasters (the Boxing Day Tsunami and Hurricane Katrina), was also considered by the United Nations to be the most under-reported ever.

CrisisShield grew out of this disaster when a group of international yachtspeople, ex-pats and Grenadians pooled their resources to support those worst affected by the hurricane. While most of these volunteers had houses or yachts that were severely damaged or destroyed, they used whatever resources they had left to help those who were unable to help themselves. Within days aid, donated and delivered by the yachting and local communities in Barbados, Trinidad, Bequia and Venezuela, was flowing through this group and other ad hoc organisations to be distributed to remote villages, principally in St. David's, which was the parish worst affected. In addition, in excess of US$38,000 was raised to support the hospitals — which were at breaking point — with food, medicine and a generator to keep the laundry functioning.

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Recognising that meeting these acute support needs was only the start of Grenada's challenges, a number of these volunteers then formalised their aid efforts by registering CrisisShield as a Non-Governmental Organisation/Charity in the UK, US and Canada. With this change the focus moved to the chronic need for hurricane-resistant housing.

By the conclusion of the Appeal, a further US$264,000 had been raised, bringing the total to US$302,050, with this extra money funding 13 new hurricane-resistant houses for Grenadian families left homeless by Hurricane Ivan. But these simple statistics belie the months and years of determination that CrisisShield volunteers have shown while competing with other disasters to attract funding, and operating in a post-disaster environment and culture that provided plenty of opportunities to develop tolerance, determination and understanding. Without the selfless contributions of these volunteers, none of CrisisShield's achievements would have been possible. While they are too numerous to mention all by name, I would like to thank everyone involved.

The other key element for any organisation like CrisisShield is those people who are prepared to put their hands in their pockets. The majority were individuals, with two of the three most generous donors expressing a preference for anonymity. However, two organisations deserve particular mention.

Our largest donor was the Chartered Institute of Housing. Thanks to the encouragement of Richard Renwick MBE, Barrington Billings made CrisisShield the beneficiary of his President's Appeal which contributed a total of US$60,781 to our work. Theirs and their members' support was instrumental and came at a time when, due to other disasters, all further lines of funding had dried up. Also making a big impact was the fourth largest contributor, Grenada's Housing Authority, providing US$35,350 of early funding towards four houses which were co-funded by further donations made on island. Other notable donors included Nightingale Charitable Trust, Alasdair and Jean England, Sonia Drake, John Triggs, the Melvin and Bren Simon Foundation, Doug and Gill Hurt, Trevor and Terri Butcher, John Franklin, Andy Green, Craig and Karen Marsh, Greta Geankoplis, Enza Marine, Leon Taylor and a syndicate organised by David Williams.

With any operation like this the obvious activity is just the tip of the iceberg, with most of the work being hidden from view. While volunteers came and went, notable amongst those who contributed at some stage of the Appeal or other, and who undertook these often thankless tasks, were:

My wife, Sarah Bruce, (S/Y *Indigo Drum* – damaged by Ivan) worked for the 33-month duration of the Appeal in whatever roles needed doing (albeit we have both been part-time for the last few months); Jim and Kathleen Davidson (S/Y *Drummer*) worked for ten months running the construction and fundraising respectively; Ron Thomson (S/Y *Jacobite*) assisted for several months in setting up the yard and construction processes; Robert Monnier (S/Y *Myriad*) ran the yard for the time we were building steel-framed houses; Anshu Sharma helped out on the fundraising for a number of weeks. The arrival of these volunteers and the energy they infused was critical to the continuation of CrisisShield at a time when we were beset by one unexpected challenge after another.

Working equally hard but on a part-time basis were: Greta Geankoplis (ex-S/Y *Fortuna* – written off by Ivan); Vicki Thackray; Sonia Drake (ex-*M/Y Sonia D* – damaged by Ivan); Daniela Froehlich (S/Y *Dione*); Robin and Nanette Swaisland (*M/Y Happy Our* – damaged by Ivan); Clare Lee; Junior Cuffie; Numa Rais; Steve Aspey (S/Y *Melika*); Russell Hough; Craig and Karen Marsh (ex-S/Y *Fabuloso*); Paul Pearson (S/Y *Jasp*); Jesse James; Paul (whose surname and boat-name escape me, sorry); Isabel Slinger; Laura Macneil; Trevor and Terri Butcher (S/Y *Calical* - former yacht damaged by Ivan); Grant Lambert; Joni St. Bernard; John Triggs (S/Y *Little Women* – damaged by Ivan); Sarah Kennedy; Mike Bingley and Lucy Murchie (S/Y *Tulaichean II* – damaged by Ivan); Peter and Anne Thomson (S/Y *Muskrat* – damaged by Ivan); Steve Wooster (ex-S/Y *Delphina* – lost as a result of Ivan); Michael MacIntyre; Claude and Wendy McKernan (S/Y *Wend*); Cay Hickson (S/Y *My Way* – damaged by Ivan); Jill Richards; Jill Longson; Inga Luce (Harbour Home); Marilyn Prickett; Allen Brusilow; Pastor Maureen Magneson, and; last but definitely not least, Denyse Ogilvie.

Of course, businesses were also of significant assistance to our cause, including: CoTech (Guy Thackray); Compass Publishing; Palm Island Resort; SVG Air; Island Water World (Jonathan Fisher); Calabash Hotel (Clive Barnes); Horizon Yacht Charters (James and Jacqui Pascal); Enza Marine (Neil Mcleod and then Greta Geankoplis); Outfitters (Alston and Margaret DeRoche); Budget Marine (Junior Cuffie); Prickly Bay Waterside (Jan and Conor); Bananas (Roger, Claire and Myrna Spronk); Ciboney Chambers (Nizam Burke); De Big Fish (Brad); Digicel (Janis Cuffie); Phusion (Richard Ramdhanny and Dee); and not forgetting the now closed Barking Barracuda (Ron and Jackie van Straalan).

At a time when the workload of the government of Grenada was higher than normal many still found time to give support to CrisisShield, and we would like to particularly thank: the Agency for Reconstruction and Development; the Emergency Housing Committee; the Ministry of Legal Affairs; Grenadian Immigrations; Customs; and Coast Guard — and note the assistance of the Prime Minister's Office and the Ministries of Housing and Finance.

Finally, I would like to thank my fellow trustees, both past and present, whose contribution was vital. They were: Sarah Bruce (UK); Paul Collis (UK, US and Canada); Jim Davidson (US); Kathleen Davidson (US); Colin Habgood (UK - Chairman); Greta Geankoplis (US), Promil Paul (Canada); Ron Richards (US), and Vicki Thackray (US).

Due to the passage of time and my imperfect memory, others deserving of recognition are bound to have been overlooked. However, mentioned or not, all stood up and made a difference without expectation of recognition or reward, and without whom CrisisShield could not and would not have existed.

To all of you who so generously joined in — whether as volunteer, donor, supporter or recipient — thank you for sharing the adventure!

Nick Bruce, Founding Trustee
CrisisShield
S/Y Indigo Drum

Dear *Compass* Readers,

My name is Melanie Tompkins and I'm a journalist who works for the TV company ITV in the UK.

We are currently making a primetime one hour documentary for ITV1 concerning people's experiences of buying and owning property abroad. The programme will feature a wide range of experiences from around the globe and will look at owners of holiday homes and permanent residences. We are hoping to speak to as many people as possible with a good story to tell, and would love to hear about a range of scenarios — from damaging weather conditions, to building disasters or even just something strange and spooky about the property that's affecting their lives.

If you have a story or would like more information, feel free to contact me. I can be reached at
Melanie.Tompkins@ITVplc.com
or on tel +44 (0)20 7578 4227.

Many thanks in advance and I look forward to hearing from you.

Best wishes,
Melanie Tompkins
UK

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38 Kennex Catamaran, 1992	$ 139,000
38 Morgan/Catalina, 1996	$ 119,000
37 C&C, 1985	$ 48,600
36 Frers, 1985	$ 48,500
36 Cabo Rico Tiburon, 1976	$ 28,000
35 Morgan, 1971	$ 29,000
34 Tartan, 1988	$ 49,000

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50 Marine Trader, 1980	$ 149,000
45 Silverton MY, 2003	$ 415,000
42 Cruisers Express, 1999	$ 249,000
37 Fountaine Pagot Trawler	$ 445,000
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1978	40' Atlantic 40	US$ 70,000
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1992	45' Fortuna	US$ 150,000
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1987	51' Beneteau Idylle 15.5	US$ 160,000
1995	53' Super Maramu ***(REDUCED!!!)***	US$ 329,000
1982	53' Hatteras Luxury Cruiser	US$ 254,000
1994	55' Oyster 55	US$ 776,000
1973	56' Visch Motor Yacht	US$ 150,000
MULTIHULLS		
1993	36.5' Dean Catamaran ***(REDUCED!!!)***	US$ 99,500
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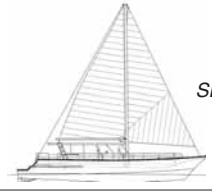
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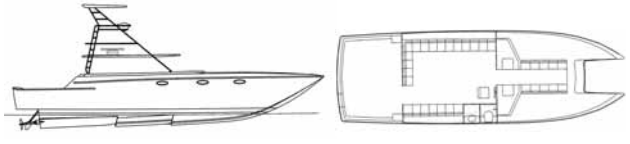


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Letter of the Month

Dear *Compass*,

I recently cruised down-island for ten days from Martinique after an absence of more than 20 years. I knew the islands really well at that time, including nearly all the anchorages between Culebra in the Spanish Virgins and Grenada at the southern end of the Eastern Caribbean chain. Apart from the increased charges and the sheer quantity of boats, what struck me most was the regulations.

For instance, the inner harbour of Marigot Bay, St. Lucia, where I used to anchor regularly is now out of bounds. An anchorage to the port side of the entrance was indicated to me between two catamarans which were too close together for me to put out sufficient scope for the 14 or 15 metre depth. Apart from the reef or the entrance channel, there did not seem anywhere else to go.

Farther south along St. Lucia's coast, just around the corner from Anse Chastenet is the Hummingbird Anchorage where you can use your own anchor (according to Chris Doyle) which we duly did, arriving at nightfall. We took a line ashore to avoid rolling. Not long after, the Soufriere Marine Management Area park warden came to



DEREK BERRY

At St. Lucia's Pitons we paid for a marine park mooring buoy

ask for $20 for the park fee. As far as I know we were not in a park area and we used our own anchor. However, he finally said he would visit us at the Pitons the following morning where we should use a buoy and we could pay then and snorkel on the southern reef. This we did, but were surprised to find an active fish pot (without float) inside the buoyed perimeter.

Inside the windward lagoon at Canouan in the Grenadines, conditions were not good either for snorkelling or for anchoring. We found a spot with about 30 centimetres under the keel not far from the coral barrier which seems (from previous memory) to be greatly dilapidated causing the anchorage to be fairly uncomfortable. The reefs inside the lagoon where I have snorkelled with big barracudas, sharks that were quite big enough thank you, lazy rays, and many white sea urchins, seem to have lost most of their fauna.

In Mustique we met some friends from Martinique who had chartered a catamaran in which they anchored in Canouan's lagoon the day after us. With shoal draft they were able to anchor farther north than us, but were ordered to leave by the personnel of the shoreside development.

Arriving at Britannia Bay in Mustique coming from Canouan (I often used to anchor there when the wind allowed) we dropped anchor on a sandy bottom in about three and a half metres, reasonably sheltered behind the starboard reef. Later when we reached the moorings in front of Basil's Bar, we were surprised to find that this is the only place where yachts can now stop, and that they must make fast to a mooring buoy, which of course is charged for. What happened to the pleasant anchorage in front of the Cotton House?

However, it was still possible to anchor in front of the Frangipani Hotel at Admiralty Bay, Bequia, which I used to do regularly for the Thursday evening scratch band jump-up, arriving solo from Grenada and maneuvering under sail. Nowadays the boats are just a little too close together for peace of mind.

We did not go as far as Tobago Cays, where I used to spend many lazy days at anchor, but I gather the story is the same.

Well, 20 or 30 years have made a big difference to ecological issues, but is it really necessary to restrict anchoring in such a wholesale fashion? Or is this just a way of earning a dollar? Do we have to go farther afield to look for a little liberty?

And when it comes to a really extensive anchorage behind a reef fronting a private resort like Canouan, or sandy bays in an island like Mustique, or a natural harbour like Marigot, by what authority can boats be prevented from anchoring if they are not endangering reefs? These are "harbours" and have always been shelters for boats.

Ah well, luckily we have our memories!

Jeremy Hobday
S/Y Tchin
Martinique

P.S. Finally, apart from some fishing regulations, you can anchor almost anywhere in Martinique, and it's free. You can even do your clearance at Sea Services chandlery (Fort-de-France), in air-conditioned comfort — it takes less than five minutes, consists of one duplicated form, and is free during opening hours.

And Jerome Nouel has performed a labour of love in his cruising guide to Martinique, which shows access to all those tempting windward bays, islands and anchorages. You should give Martinique a try next time you've had enough of restricted anchorages.

—Continued on next page

—Continued from previous page

Dear Jeremy,

Thanks very much for your letter, which brings up an important issue facing Caribbean yachting tourism development today: the balance between free anchoring and factors which prevent it.

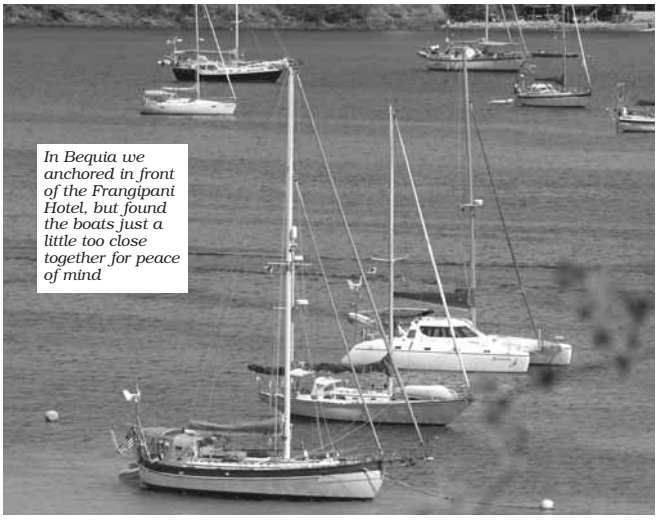
Free anchoring has always been an icon of cruising, and one of the main attractions of the Caribbean as a sailing destination, and we hope it always will be. But as you mention, the number of boats sailing in the waters of the Caribbean has increased phenomenally in the past 20 years, and — as in the case of vehicles using the roads or human beings populating the planet — there is inevitably a correlation between numbers of users and numbers of rules regulating that use.

While not acting as an apologist for rules and regulations, we've done a little research on the instances you mention in the interest of clarification:

• The inner harbour of Marigot Bay, St. Lucia: We spoke to Bob Hathaway, manager of The Marina at Marigot Bay. Bob tells us that it was the intention of the Saint Lucia Air and Seaports Authority (SLASPA) in giving permission for the mooring buoy field to be laid in the inner part of Marigot Bay that anchoring in the inner bay should be prohibited except under tropical storm or hurricane conditions. In practice, he says, this position is not being actively enforced by SLASPA and is only being actively enforced by the Marina when the anchored boat would cause an obstruction to access to the Marina, a navigation channel or another yacht already on a mooring buoy.

Bob adds, "Compass readers might be interested to know that the net proceeds of the SLASPA mooring buoy field are used exclusively for the benefit of Marigot Bay and have, thus far, been used to fund the installation of lit navigation markers and the maintenance of the water security patrol craft. No profit is taken from the mooring buoys by The Marina at Marigot Bay."

For more information, contact Bob at (758) 451-4275/285-4515 or marina@marigotbay.com, call the Marina on VHF16, or visit www.marigotbay.com/the-marina.html.



WILFRED DEDERER

In Bequia we anchored in front of the Frangipani Hotel, but found the boats just a little too close together for peace of mind

• The Hummingbird Anchorage, St. Lucia: Jeremy, your copy of Doyle must be an old one! The Hummingbird Anchorage has been part of the SMMA since the marine park was officially launched in 1995. On page 182 of his 2007-2008 edition of Sailors Guide to the Windward Islands, *Chris writes: "Hummingbird Anchorage: This is the most comfortable anchorage in the SMMA and it is one of the only places where you are allowed to use your own anchor in the park. Unfortunately, anchoring is now only permitted from 1800-0600, so it only works for a one-night stop."*

Our understanding is that this is a compromise to allow anchoring yet not conflict with traditional fishing activities, such as seine netting, which are permitted in that zone of the SMMA.

For more information visit www.smma.org.lc or call SMMA on VHF 16.

• Windward lagoon at Canouan: We spoke to one of the staff at The Moorings yacht charter base in Canouan. Although she noted that The Moorings prefer that their guests not go there due to safety factors, as far as either of us know there is no law against anchoring on the windward side of Canouan. However, there apparently has been a problem with people from anchored yachts coming ashore and attempting to use the swimming pool or other private facilities at the resort, whereupon resort personnel have asked them to leave the grounds. (Note however, that all beaches *in St. Vincent & the Grenadines are public.)*

• Mustique: Mustique is a privately owned island managed by the Mustique Company. The company is responsible for a marine conservation area extending 1,000 feet offshore right around the island. For many years now, Britannia Bay has been the only permitted yacht anchorage and it has been mandatory to use a mooring there unless they are all taken or your yacht is over 50 feet in length. Day charter boats can ask the harbourmaster for permission to anchor at Endeavour Bay (in front of the Cotton House Hotel).

For more information visit the harbourmaster at his office at the foot of the Britannia Bay jetty, or call Mustique Moorings at (784) 488-8363, VHF 16/68.

Regarding your last question, "by what authority can boats be prevented from anchoring?" The waters around Mustique and the Hummingbird Anchorage have been made marine protected areas under the laws of St. Vincent & the Grenadines and St. Lucia respectively. Marigot Bay, St. Lucia, a port of entry, is under the control of the St. Lucia Air and Sea Ports Authority (SLASPA).

Behind the question of who has the legal authority to prohibit anchoring are justifiable reasons for such prohibition, which include environmental protection and avoidance of user conflicts, as well as other reasons which might be viewed askance. But overall there is the need for policies that balance any reasons for "no anchoring" rules with the overwhelming desire of both yachting visitors and local recreational sailors to have abundant safe places to anchor their boats. While the clock will never turn back 20 years to the days when we could anchor just about anywhere, we hope that the powers that be will wisely use the principle of "asset allocation" for their marine resources, designating appropriate areas for environmental reserves, fishing, commercial shipping and recreational boating — including the right mix of dockage, moorings and plenty of room for good old-fashioned anchoring.

CC

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52'	Jeanneau Sun Ody, 3 cab/3 hd, Loaded!	'03	$405K
51'	Formosa Cust. Ketch CC, 3 cab/3 hd	'80	$199K
50'	Beneteau 50, Cutter, 4 cab/1 crew/5 hd	'02	$329K
49'	Ta Chiao CT49, Cutter CC, 2 cab/2 hd	'85	$159K
47'	Vagabond, Ketch CC, 2 cab/2 hd	'87	$249K
46'	Morgan 461 CC, 3 cab/2 hd	'82	$87K
46'	Kelly Peterson KP46 CC, Cutter, 2 cab/2 hd	'88	$249K
46'	Formosa Peterson Cutter, 2 cab/2 hd	'79	$119K
46'	Hunter 460, 3 cab/2 hd 2 avail.from	'00	$149K
45'	Jeanneau Sun Ody. 3 cab/3 hd	'99	$149K
45'	Bombay Explorer, 2 cab/2 hd World Cruiser	'78	$59K
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44'	Beneteau 44CC, 2 cab/2 hd, In Great Shape	'94	$189K
44'	CSY 44CC, Cutter 2 cab/2 hd, Reduced – Motivated	'77	$ 85K
44'	CSY Walkover CC, 2 cab/2 hd, Great Condition	'79	$165K
43'	Hans Christ. Christina, Cutter, 3 cab/1 hd	'88	$185K
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43'	Mason, 2 cab/1hd, World Cruiser	'81	$99K
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41'	Morgan 416, Ketch, CC, 2 cab/2 hd	'83	$78K
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40'	Catalina 400, 2cab/2hd, Great Condition	'95	$109K
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40'	Jeanneau Sun Ody. 3 cab/2 hd	'99	$109K
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37'	Tartan 3700, 2 cab/1 hd, Upgrades	'03	$219K
37'	Jeanneau Sun Ody. 2cab/1hd, Motivated	'00	$109K
36'	S2 11.0A, 1 cab/1 Qtr berth/1 hd	'85	$49K
36'	Tiburon, Cutter/Ketch 1cab/1hd Solid Cruiser	'76	$47K
36'	Beneteau M362, 2 Cab/1hd, Lowest on Market	'00	$75K
36'	Jeanneau Sun Ody. 2 cab/1 hd	'99	$65K
35'	O'Day, 2 cab/1 hd, Great Condition	'87	$42K
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42'	Nova Marine Trawler, Sundeck trawler	'98	$249K
42'	Hershine 42, Motor yacht 4 cab/4 head	'89	$99K
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35'	Maxum SCR 3500, 2 cab/1 head	'01	$129K
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In Defence of Yacht Hitchhikers

by *Nigel Harrison*

Now then, *Compass*, and Angelika Gruener, I'm afraid I am going to have to pull you up. Remember this? "When there is work to do... there is never anyone coming along to ask if he can help you... these people always creep lazily around the marinas looking for boats that are all ready to go to sea." It was in June's *Compass*, and it referred to people looking for a passage on a boat.

I don't debate for a second that "Mike", specifically, is a lazy little do-nothing. I would be angry too if he turned up, hung around, did no work, ate everything, and buggered off. (It's not like boatyards ring with the sound of yachties turning down free grub, drinks, etcetera, themselves.) What I do debate, I'm afraid, is a statement like the one above, tagged onto the end of an article about one young person. Angelika led us across the chasm from "Mike" to "they" in one easy sentence. This is what we call in English a sweeping generalization, and is a disservice to the many boat hitchers I have come across.

Are yachties so hard done by that they have no energy or time left to give a little to a complete stranger?

Sweeping generalizations are fun and easy to write, even easier to remember, and invariably wrong. They can be used to all kinds of effects, to discredit, to shame, to hurt, even when they are made accidentally.

Now I have never, to my knowledge, crept lazily round a marina looking for a ride on a boat, but I have helped lots of folk out on their boats, sometimes for cash, sometimes for "mate's rates", sometimes for free. When I spent a year working nearly every day on my boat in Cornwall, I helped all the other boatowners in the yard on their projects and they helped me with mine. Besides this swapping of skills and labour I was helped by an army of friends who didn't have a boat, and didn't have any interest in going out on mine. This army was often supplemented by passers-by, for example a welder walking down the road who saw me battling with an upside-down weld and a weak M.I.G. welder and who jumped over the wall and popped the plate on. It took him an hour or so and he wouldn't even stop for a cup of tea as his lunch break was over. Fancy that.

These friends were all kinds and of all ages, from the student midwife who helped paint for three or four evenings, to the inventor of a certain windvane steering kit who made me some shims for my engine mounts. Now what can we make of that? I would like to propose a sweeping generalization of my own: "Nearly everyone is nice and very helpful and they don't want anything in return."

Could it be that the fault is sometimes not with the passage-seekers, but with the boatowners? If no one is offering to help you that seems, given our experiences, a little strange. It is surely human nature to help someone you see struggling with a job. Is it true, this "one hour's sailing for one hour's work"? Surely not. We depend on human kindness in small ways every day. I hitchhiked from Los Angeles to Canada with two huge bags of climbing gear. I've hitched all over the world with those two damn bags. (And once through Ireland with an outboard motor.) No-one has ever said to me, "I'll take you one hour towards Yosemite, if you change the oil". They were more likely to offer me a room for the night and some food. In Ireland with the outboard, we were taken to a pub and fed, and another guy gave us a bottle of poteen. In Switzerland two girls paid for me to stay in a hotel for the night — and that's all you need to know about that. Happy days. Are yachties so hard done by, is their workload so hard, that they have no energy or time left to give a little to a complete stranger? The guy asking how much Mike would pay does not justify anything, but shames yachties, one and all.

What is suddenly wrong with hitchhiking? It's not a sign of laziness but of initiative. It's environmentally friendly, it's fun, you meet great people, make lifelong friends. As the singlehanders in Angelika's article know, you might even find love, or at least "lurve".

If you take someone along, of course you take a risk, but it is infinitesimally small and they are taking a risk too. The chances are that you will have with you someone, probably young, who is smart, keen, strong, fit, and if not already experienced, then very quick to learn. Probability says they will be all this. They have shown the initiative by looking round the marina, by putting out their thumb. Being young, they are flexible and slim. They will be able to do all kinds of jobs that the more, er, generously built, may have trouble with, for example getting round the back of the engine or getting something out of the back of a quarter berth. They will certainly look a lot better in a bosun's chair. I have never had anyone on my boat, who, given proper, clear direction, did not make themselves very useful. And they were all fun to have aboard.

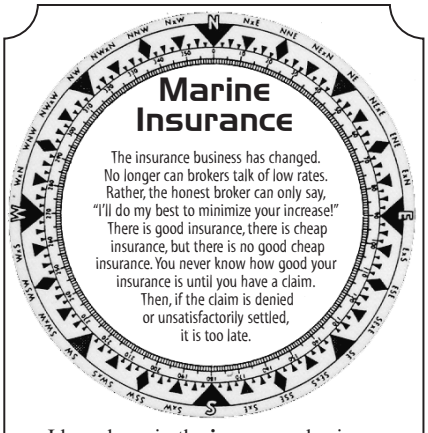
It is noticeable that the original "Mike" came from internetland. Is it wise to make arrangements with someone you have met only in cyberspace? Of course the vast majority of internet hitchers (that's exactly what they are) are great, but trading typing over the ether does not compare with a face-to-face meeting. These days anyone can get to a computer and put out their virtual thumb, but it takes a big effort to get out to where the boats are and look around. We met a guy in the Canaries who was entirely broke, sleeping in a car park and looking for a lift home. We offered to get him to the Caribbean, but he decided to hold out for the States, his home. I would bet my boat he was a good guy.

I think that saying things like "they creep around lazily" on the back of an article about the behaviour of one young person does a lot of harm. It is the responsibility of the writer to look well to each word, and think of the consequences for others of what we say. It is so easy to place obstacles in the way of people who deserve quite the reverse. "If you haven't got anything good to say, don't say anything at all", as they say in Yorkshire, is not true. If we find something to be a problem, we should let others know, but in context, not as a "one statement covers all" message.

For God's sake, all these kids are doing is hitchhiking — and what's wrong with that? It's a mode of travel that has been killed off on land by fear and selfishness and a "should've tried harder at school" attitude. Let's not kill it off at sea. Boating seems complex and expensive to a young non-boater. We should all take the chance, whenever we can, to introduce folk to our wonderful, blessed lifestyle. Please, next time someone asks, give it your consideration. Have a pint and mull it over. Have a pint with them. None of this "one hour work, one hour sail" crap.

Nigel Harrison is cruising the Caribbean aboard Amuri Mina.

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CALENDAR

AUGUST

1	Emancipation Day. Public holiday in Barbados, St. Vincent & the Grenadines, and Trinidad & Tobago
1	Carriacou Children's Education Fund Potluck Barbecue, Carriacou Yacht Club. boatmillie@aol.com
1 - 6	Carriacou Regatta Festival. Yacht and workboat races. www.carriacouregatta.com
1 - 11	BVI August Festival. www.bvitourism.com/BVIFestival/
3	Carriacou Children's Education Fund Auction. boatmillie@aol.com
4 - 5	CSA Caribbean Dinghy Championship, St. Croix, www.stcroixyc.com
6	Public holiday in many islands: August Bank Holiday; Emancipation Day; Kadooment Day in Barbados; Independence Day in Jamaica
6 - 7	Antigua Carnival. Public holiday in Antigua
7	Culturama in St. Kitts
9	August Thursday, public holiday in Anguilla
10	Constitution Day. Public holiday in Anguilla
11 - 12	Fête du Vent Regatta, Lorient, St. Barts
13 - 14	Grenada Carnival 'Spicemas'. Public holiday in Grenada
15	Feast of the Assumption. Public holiday in French West Indies
16	Restoration Day. Public holiday in Dominican Republic
16 - 22	54th San Juan International Billfish Tournament, Puerto Rico. www.sanjuaninternational.com
18 - 19	Windward Cup Regatta, Carriacou. *See ad on page 16.*
24	Festival of St. Barthelemy, Gustavia, St. Barts. Boat races
25	St. Louis Festival, Corossol, St. Barts. Fishing contests, boat races
25	Carib Great Race (powerboats) Trinidad to Tobago
28	FULL MOON
31	Independence Day. Public holiday in Trinidad. Dragonboat Regatta at Kayak Centre, Chaguaramas



SANDI POMEROY

SEPTEMBER

3	Labor Day. Public holiday in Puerto Rico and USVI
6	Bonaire Flag Day. Public holiday in Bonaire; boat races
8	Virgin of the Valley Festival, Venezuela. Religious boat parades
15	International Coastal Cleanup Day. Coastal Cleanups in many islands, plus Underwater Cleanup, Bonaire (www.dive-friends-bonaire.com)
17	National Heroes day, Public holiday in St. Kitts & Nevis
19	Independence Day. Public holiday in St. Kitts & Nevis
24	Republic Day. Public holiday in Trinidad & Tobago
26	FULL MOON
TBA	24th Annual International Blue Marlin Tournament, Havana, Cuba. CNIH

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 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

—Continued from page 5

No other book presents such a comprehensive, informative, and lively view of the Lesser Antilles and its people. To account for the change that took place in the islands as they were rapidly developed, Mitchell revised the book after making a third voyage up the islands in 1970 in his 42-foot trawler yacht *Sans Terre.*"
In a 1986 autobiographical article for *Yachting* magazine, Carleton Mitchell wrote: "Somewhere around ten, when asked what I wanted to do when I grew up, my mother has said I answered, 'I want to sail and write about it'."

LESTER RAPIER

Well-known Windward Islands yachtsman Lester Rapier died in St. Lucia last month. He was in his mid-70s. Born in Grenada, Lester was an active racing sailor. After moving to St. Lucia, he sailed his yacht *Aegis* regularly in the St. Lucia Yacht Club's offshore events, winning many of them through the years. He was also a frequent competitor at the Bequia Easter Regatta and other regional sailing events. Lester was remembered at a church service in St. Lucia on July 19th.

Customs and Immigration Kudos

In our most recent Readers' Survey, *Caribbean Compass* readers named Customs and Immigration officers on duty in Bequia as "Most Courteous and Efficient" in the Caribbean. Coming a very close second were the Customs and Immigration officers on duty in Martinique. Thanks to readers who participated in the survey, and many congratulations and *felicitations* to the Customs and Immigration officers in Bequia and Martinique. Both locations were also voted "Most Courteous and Efficient" in our previous Readers' Surveys. Keep up the good work!



WILFRED DEDERER

Compass editor Sally Erdle (at left) congratulates Customs officers Jomo Alexis and Patrick Hutchins, representing all SVG Customs and Immigration personnel at Bequia, as Compass Publishing Ltd's Managing Director Tom Hopman presents a 2007 Readers' Survey Award certificate

Save the Weather Broadcasts!

Teri Rothbauer reports: Do this now! The US National Weather Service currently provides marine radio broadcasts of weather forecasts and warnings via US Coast Guard high seas communication stations such as NMN and NMG. The Coast Guard says the broadcasting equipment has exceeded its life expectancy and is no longer manufactured. Repairs are difficult to accomplish and spare parts generally are not available. (Sounds similar to grumbles heard in many a cockpit!)
The Coast Guard needs information on the extent to which these weather broadcasts are used and what alternative services are being used. Please send your opinion on the value of the forecasts and the need for the Coast Guard to invest in new equipment to continue their broadcasts as one of its core missions to safeguard mariners via the website http://dms.dot.gov. Use Docket ID number USCG-2007-27656. Comments must be sent by August 24.

Cruisers' Site-ings

The newly-launched site MyBoatsGear.com aims to be a one-stop boating-gear resource for boat owners. Created by former boatbuilder and broker Mike Hobson, MyBoatsGear.com is set up as a "how-to guide" with gear organized into 20 categories such as above-deck, electronics, safety and navigation, Mike says, "I wanted to take my knowledge from 30 years in the marine business with boat gear and put it all into one spot, as a resource, for anyone to use."

Trinidad's Marine Trades Show for October

The range of marine services and supplies offered in Chaguaramas, Trinidad, will be on display at the Yacht Services Association of Trinidad & Tobago (YSATT) 5th Marine Trades Show on October 13th at Sweet Water Marina, Chaguaramas, from 11:00AM to 5:00PM. This show brings together manufacturers, distributors, suppliers, contractors and buyers through a combination of exhibits, one-on-one meetings and product demonstrations. It is the only show of its type in the southern Caribbean. Entrance is free.
The following companies have already signed up: 3M Marine Division, Echo Marine, T&T Marine Electrical, Nau-T-Kol Refrigeration, All Marine Services, Dynamite Marine, Boaters' Shop, Peake's Chandlery, Marc One Marine Supplies, Ace Sails & Canvas Ltd., Budget Marine Trinidad, IMT Offshore (Dominica), Trintrac Limited, Associated Marine Design/ Fretworks Ltd., Republic Bank, Trump Tours, Apadoca's Duty Free, Boaters' Enterprise, Dockyard Electric, Goodwood Marine, Members Only Taxi Service, Dominica Marine Center, West Coast Fabricators, Calypso Marine Canvas, L.P Marine & Industrial Supplies, and The Mariner's Office.
Last year 30 companies exhibited with nearly $250,000 in business being transacted on the day with an additional $500,000 in quotations being requested.
One of the show's highlights will be product demonstrations and lectures on topics including SailMail, TRAC Products, Stone Cold Marine Refrigeration Units, Sanding and Polishing Systems and Usage, and Caribbean Weather, to be held in the Upper Level of The Lure Seafood Grill and Bar.
"For an industry that is only 12 years old, we can boast some incredible milestones," says Jane Peake, Past-President of YSATT. "The (yacht service industry in Trinidad) employs more than 1,500 workers, contributes TT$125 million to the GDP with over TT$160 million in private sector investment."
For more information contact YSATT Secretariat at ysatt@tstt.net.tt or (868) 634-4938.

Errata

The lower photo on page 23 of the July 2007 issue of *Compass* should have been credited to Marcie Connelly-Lynn.

The Caribbean Marine Association

The Caribbean Marine Association (CMA) is a regional association geared towards the development of the yachting industry within the Caribbean Basin. Its aims are:

- To compile and share experience, ideas and information, and to improve international communications between all members and other related organisations.
- To encourage all within the yachting industry to adopt best practices and standards that are designed to preserve, protect and enhance the quality of the Caribbean waters, the Caribbean environment and the nautical tourism experience.
- To offer non-political advice and assist all Caribbean governments, regional tourism organisations and other NGOs on policies and challenges which influence the yachting industry.

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** Have been invited by the board of directors to be a member of the association, due to the contributions they have given to the industry.*

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What's New at Island Water World

August

GARMIN GPSMAP 520/420 CHARTPLOTTERS:



GPSMAP 520

For mariners with a keen eye for value, this versatile chartplotter delivers a lot of navigation for the money. See detail-rich imagery like never before on the bright 5" QVGA color display. The 520's worldwide basemap can be enhanced with the optional BlueChart® g2 Vision card, which provides high-resolution aerial reference photos for help navigating tricky harbors and channels — or locating spots like area marinas, fuel stops or restaurants. The BlueChart® g2 Vision plug-in data card also allows the GPSMAP 520 to graphically depict a true 3D "mariner's eye" topside view or "fish eye" underwater navigation perspective. Optional g2 Vision auto guidance technology will help simplify your navigation. It's like having a knowledgeable guide to local hazards and waterways always on deck. Auto Guidance searches all the chart features to suggest the best known charted route for navigation. Experience super simple user interface for easy operation.

NEW GARMIN

The sleek new Garmin GPSMAP 420 chartplotter is the perfect choice. It features an ultra-bright 4" QVGA display, built-in worldwide satellite imagery and a new streamlined user interface. This model is CANet™ capable, allowing sounder data to be shared with other plotter displays. Plug in optional BlueChart® g2 Vision™ cards to add true 3D-view detailed mapping capabilities (both above and below the waterline), plus helpful auto guidance, high-resolution photomapping detail, and "real world" aerial photos of ports, harbors, marinas, waterways, navigation landmarks and other points of interest. With fewer keys and a simple, intuitive interface, the 420 makes navigating your way through the water easy.



GPSMAP 420

What's on Sale

SKIS, WAKEBOARDS, KNEEBOARDS AND INFLATABLE TUBES 15%* OFF!



DANFORTH STYLE ANCHORS 30%* OFF



HG20603 - 3 kg.
HG20605 - 5 kg.
HG20610 - 10 kg.

AAA NAVIGATION LIGHTS 30%* OFF



FLUORESCENT LIGHTS 30%* OFF



*Discounts valid for August 2007 while stocks last.

What you need

HYDROBUBBLE ANCHORS:



The HydroBubble® Anchor glides quickly to the bottom, lands upright every time and securely digs in faster than conventional anchors. The unique, patented design uses a buoyancy tank to upright the anchor immediately after launch. The HydroBubble orients itself the moment it is launched to become completely upright and stays upright whenever it is in the water. The variables of the ground conditions, therefore, do not affect the HydroBubble's setting performance as it does with other designs.

MOELLER MARINE FLO N' GO OIL EXTRACTOR:



Moeller's 4 liter Fluid Extractor tackles the toughest jobs with ease. Removes stagnant bilge water from hard-to-reach areas. Empties oil from crankcase in 15 pumps or less. Extracts warm or cold oil. Includes tethered cap and 3 extraction tubes for fluid withdrawal. Pressure relief valve allows easy transportation and storage. Internal automatic shut-off prevents overflow. Built-in foot brace aids simple one-handed operation. No electrical or air power required. Not for use with gasoline.

MOELLER

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Prices may vary in St. Thomas, St. Lucia and Grenada as a result of customs charges and environmental levies.

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