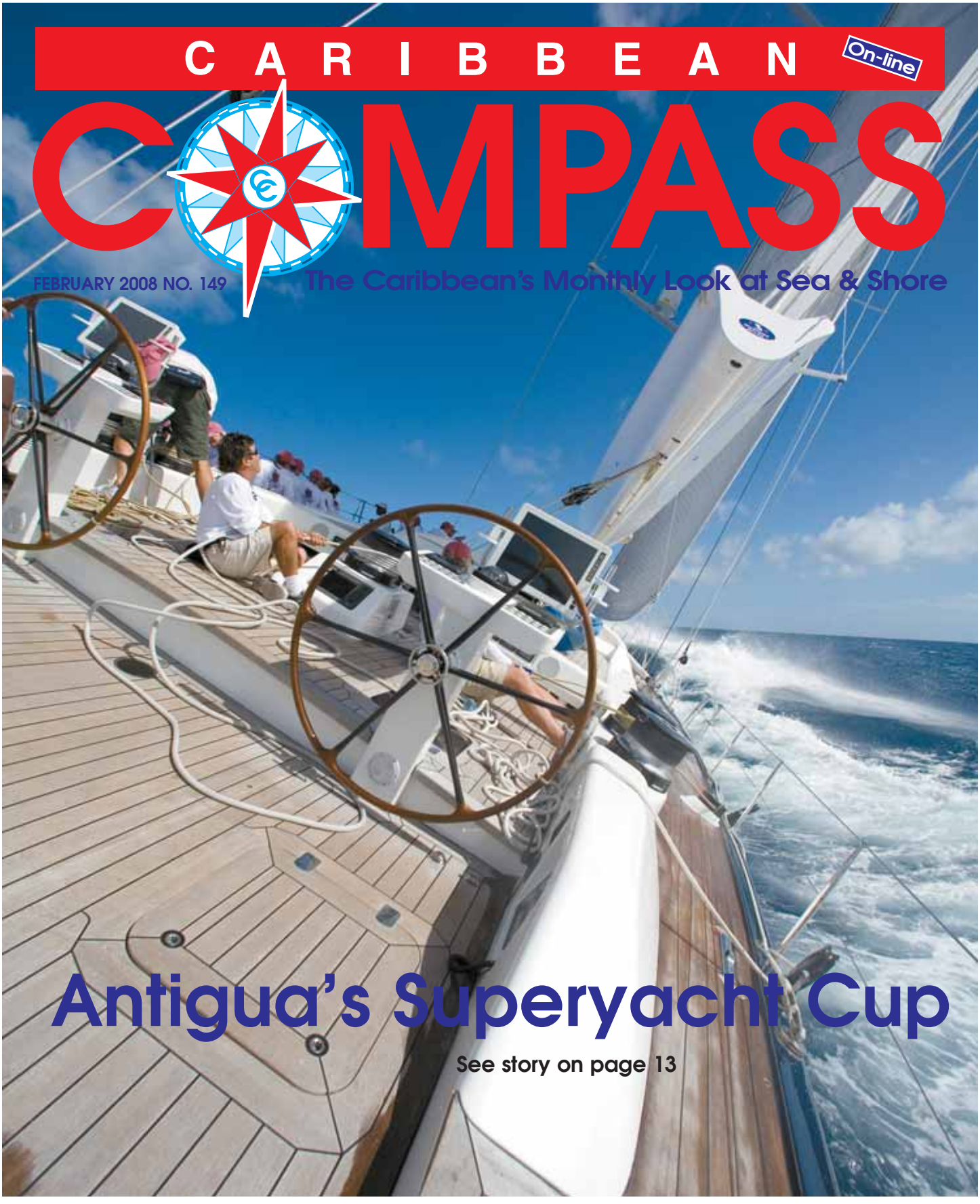
CARIBBEAN On-line
COMPASS
FEBRUARY 2008 NO. 149
The Caribbean's Monthly Look at Sea & Shore



Antigua's Superyacht Cup

See story on page 13

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GEAR UP

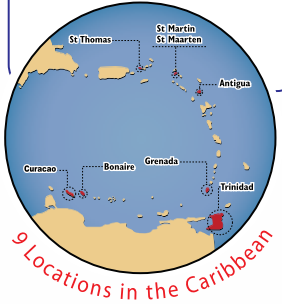
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Chaguaramas

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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CALENDAR

FEBRUARY

2 - 4 Martinique Carnival Regatta. Club Nautique Le Neptune (CNN), info@clubnautiqueleneptune.com, www.clubnautiqueleneptune.com
3 - 6 Carnival Monday and Tuesday in most Dutch and French islands, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places
7 Independence Day. Public holiday in Grenada
9 - 10 St. Croix International Regatta. St. Croix Yacht Club (SCYC), www.stcroixyc.com
13 - 17 Casa de Campo Regatta, Dominican Republic. www.casadecamporegatta.com
15 - 17 30th Annual Sweethearts of the Caribbean and 26th Annual Classic Yacht Regatta, Tortola. West End Yacht Club (WEYC), mvh@surfbvi.com, www.weyc.net
17 Sailors' and Landlubbers' Auction, Bequia. (784) 457-3047
18 Presidents' Day. Public holiday in Puerto Rico and USVI
20 Lunar Eclipse visible throughout the Caribbean
21 FULL MOON
21 - 24 Grenada Classic Yacht Regatta. www.ClassicRegatta.com
22 Independence Day. Public holiday in St. Lucia. Yacht races
24 Bonaire International Fishing Tournament. www.infobonaire.com
27 Independence Day. Public holiday in Dominican Republic
TBA Non-Stop Around Martinique Race. CNN
TBA Semaine Nautique Schoelcher, Martinique. Schoelcher.Nautique@wanadoo.fr

MARCH

1 Spanish Town Fishermen's Jamboree and 12th Annual Wahoo Tournament, BVI
3 H. Lavitty Stoute's Birthday (celebrated). Public holiday in BVI
6 Budget Marine Commodore's Cup, St. Maarten. www.heinekenregatta.com
6 - 9 28th St. Maarten Heineken Regatta. www.heinekenregatta.com
6 - 9 13th Annual Tobago Game Fishing Tournament. www.tgft.com
7 - 9 Blues & Rhythms Festival, St. Vincent. www.svgtourism.com
7 - 10 11th Annual Dark and Stormy Regatta, BVI. WEYC
8 International Women's Day
9 - 23 6th Annual St. John Blues Festival. www.stjohnbluesfestival.com
10 Commonwealth Day. Public holiday in some places
14 National Heroes Day. Public holiday in St. Vincent & the Grenadines
14 - 16 Culebra Heineken International Regatta and Culebra International Dinghy Regatta, Puerto Rico. www.culebrainternationalregatta.com
15 - 16 Le Trophée Gardel Race, Guadeloupe. www.Trophee-gardel.com
17 St. Patrick's Day. Public holiday in Montserrat; festival in St. Patrick's, Grenada
20 Holy Thursday. Public holiday in USVI
20 International Earth Day. Beach and dive clean-ups in many places
20 - 24 Bequia Easter Regatta. www.begos.com/easterregatta
20 - 24 Easterval, Union Island, St. Vincent Grenadines. melissaj@vincysurf.com
21 FULL MOON
21 Good Friday. Public holiday in many places
21 - 23 Grenada Round-the-Island Easter Race. www.aroundgrenada.com
22 Emancipation Day. Public holiday in Puerto Rico
24 - 25 Goat and Crab Races, Mt. Pleasant and Buccoo Village, Tobago
23 Easter Sunday
23 Nevis to St. Kitts Cross-Channel Swim
24 Easter Monday. Public holiday in many places
27 - 30 St. Barths Bucket Race. www.newportbucket.com/StBarthsIndex.htm
28 - 30 35th International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com
29 - Apr 20 Transcaraibes Rally, Guadeloupe to Cuba. www.transcaraibes.com
30 Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago
31 - Apr 6 BVI Spring Regatta & Sailing Festival. www.bvispringregatta.org
TBA Carlisle Bay Cruise Weekend, Antigua. Antigua Yacht Club (AYC), www.antiguayachtclub.com
TBA Antigua Laser Open. AYC
TBA Antigua Mega Yacht Challenge. AYC

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

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Cover: Aboard the 100-foot Swan Virago *at Antigua's Superyacht Cup 2007 - "Some of the best racing ever!"*

Info & Updates

New Fees for St. Maarten

New bridge fees as amended by St. Maarten's Island Council went into effect as of January 1st. The hike in fees is intended to provide Simpson Bay Lagoon Authority Corporation (SLAC) with increased revenue to make necessary investments in, for example, the Simpson Bay Bridge.

The new departure fees, commonly called bridge fees, for cruise ships (mega-yachts) per one-week stay or part thereof range from 18 Netherlands Antilles florins (NAf.) for vessels with a length of nine meters or more but fewer than 14 meters, to NAf. 153 for vessels with a length of 36 meters or more. US$1.00=NAf 1.79.

The new harbor fees that are due for passenger ships or yachts per one-week stay or part thereof will range from NAf. 36 for vessels with a length of 8 meters or more but fewer than 13 meters, to NAf. 324 for vessels with a length of 38 meters or more but fewer than 43 meters.

Singlehander Scores a First

A British sailor celebrated the New Year by becoming the first European to have both flown solo and sailed single-handed across the Atlantic.

Tristan Gooley, 34, arrived at Marigot Bay, St. Lucia, on the afternoon of the 1st of January in a 32-foot yacht called *Golden Eye* after 26 days at sea alone. In May 2007 he flew from Goose Bay, Canada to Oxford, England in a single-engine Cessna Caravan, re-fueling in Greenland, Iceland and Scotland during the epic two-day flight.

The only other person to have achieved both is the legendary American navigator, Steve Fossett, who is still missing after a flight in Nevada in September 2007.

Tristan is using his achievements to raise awareness of prostate cancer. He says, "Men are notoriously bad at discussing their health issues. If my efforts lead to one more person learning a little about the disease of prostate cancer, it will have been worthwhile.

"It has been a difficult and unusual challenge but that has been a large part of the attraction. I like the fact that more people have walked on the moon than tackled the Atlantic by air and sea alone."



Singlehander Tristan Gooley with St. Lucian Member of Parliament Robert Lewis

Eight Bells

Buddy Stockwell reports: On December 16, 2007, the cruising community of Bonaire lost a wonderful, talented and trusted friend. Edward Alton Ridley, known to all as "Chile", took his own life at the age of 58. Chile was born in Valentine, Texas, and had battled the disease of depression all of his life. He is survived by his wife, Linda Ridley of Marfa, Texas.

The Ridleys began their cruising life aboard their Valiant 42, *Natural Selection*, by departing Galveston in 1998 and sailing to St. Petersburg, Florida, where their boat was part of the 1998 boat show there. Then, they cruised down the Eastern Caribbean chain, arriving in Bonaire five years later on Valentine's Day of 2003. As avid scuba divers, both Chile and Linda fell in love with Bonaire and remained there as residents living aboard *Natural Selection*. Chile was manager of Capture Photo and also worked as a dive master.

Most important, Chile was an indispensable volunteer for environmental organizations such as REEF, STINAPA and the Bonaire Sea Turtle Conservation Project. Chile completed 300 Level 5 surveys for REEF, collected hundreds of amazing underwater images on film, and completed almost 2,000 dives. Chile's "True Grit" Texas spirit, fine character, and exceptional skills combined to make him an unflagging champion of the environment like no other.

—Continued on next page

JOTUN

SeaQueen & SeaQuantum

WELCOME TO THE NEW WORLD OF TBT-FREE ANTIFOULINGS!

Jotun SeaQueen offers the BEST in tin free self polishing only Antifoulings and replaces the famous Seamate HB 99 at the same competitive price. Various Tests in the extreme fouling conditions of the Caribbean have confirmed its excellent value.

Jotun SeaQuantum represents the ULTIMATE development in hydrolysing but tin free Antifouling paints, exceeding the self-polishing, self-smoothing and predictable Antifouling performance previously only found in the now completely banned TBT paints. **SeaQuantum** is the result of 8 years of combined research of Jotun Paints and the Chemical Giants Nippon and BASF. This bottom paint is the industry's state of the art solution for an environmentally acceptable paint of highest performance standards.
SeaQuantum is manufactured worldwide in 34 factories.

Several tests on sailboats over the past 18 months have shown better results than the repeated test winner and #1 choice of Caribbean cruisers, Jotun Seamate HB 99.

"**SeaQuantum** is most probably the world's best self-smoothing, self-polishing Antifouling and a truly multi-seasonal bottom paint."

Technical Information and Dealer Inquiries:
Jotun Echo Marine Trinidad Tel: + 868- 634-2015 e-mail: jotun@echo-marine.com



Jotun **SeaQueen** and **SeaQuantum** are available at all Trinidadian Boatyards and most chandleries. Please call for your nearest dealer

—Continued from previous page

Chile was not just a gentleman but a gentle man, always willing to lend a hand and always the first to volunteer. He will be missed by all who knew him, including the beautiful sea creatures of Bonaire that he loved so well and fought so hard to protect.

The family asks that in lieu of cards or flowers, donations should be made in his name to support the Sea Turtle Conservation Project by visiting https://www.supportbonaire.org.

Yachtsman's Family Establishes Charity Trust

The family of Irish yachtsman John Thompson, who died as the result of head injuries received in a fall aboard his yacht while sailing to the Caribbean during the 2007 Atlantic Rally for Cruisers, is setting up a charity organ-transplant network in Barbados in his memory.

Thompson carried a card as a donor for all his major organs, but when he died in a Barbados hospital after being transferred there from his yacht by a cruise ship, his family discovered there were no facilities in the area for conducting transplants.

Donations can be made by cheque payable to J.D. Thompson Donation Account, c/o Charles Stewart, Stewarts Solicitors, 3 Regent Street, Newtownards, BT23 4AB, UK.

Hotspots

While the majority of harbors remain trouble-free, cruisers are being warned to avoid certain anchorages until it has been confirmed that crimes against yachts in those areas have stopped.

According to the January 11, 2008, edition of *The Searchlight* newspaper of St. Vincent, a spate of yacht robberies in Chateaubelair on that island's north leeward coast has caused the authorities to increase the number of law enforcement officers in the area. Between December 10th and 26th, 2007, five yachts anchored there were known to have been robbed by masked men armed with knives, cutlasses and, in some cases, guns. Police Commissioner Keith Miller told *Searchlight* that although plans were already in place to install a Rapid Response Unit in Chateaubelair, a three-member Criminal Investigation Department unit will also be stationed in the area and there will be increased water patrols by the coast guard. Investigations are ongoing.

According to the Venezuelan maritime safety organization ONSA, on January 15th the French catamaran *Ti Ve*, with four people aboard, was boarded and robbed by five men carrying firearms at Robledal, Isla Margarita. One of the crew was seriously injured. Reports were made to local authorities and the French Consulate. Investigations are ongoing.

For updated information on yacht-crime reports in the Caribbean visit www.safetyandsecuritynet.com.

On-Line Maritime Discussion Forum

Speaking of ONSA, the Venezuelan maritime safety organization has recently announced a new web platform for its Discussion Forums, at www.onsa.org.ve/comunidad/forum/

The moderator invites cruisers to register and participate on the website's English Speaking Section for Caribbean Cruisers and English-speaking users: www.onsa.org.ve/comunidad/forum/viewforum.php?f=16. There you can comment on and discuss any issues related to life at sea: maritime safety, tourism, incidents, etcetera.

For more information contact info@onsa.org.ve.

Leewards Updates

Herbert Hirsch reports: The following observations were made during a cruise between December 12th, 2007 and January 5th, 2008, aboard a Lagoon 38 from Corail Caraib.

CLEARANCE

In Guadeloupe, the Capitainerie at Marina Bas du Fort faxed my clearance form to Point-à-Pitre for a nominal fee; within half an hour the fax was returned. I checked out to Dominica via Marie Galante. At Iles des Saintes, on the back side of the Mairie, I checked in and out at the same time, bound to Antigua via Deshaies; again the filled form was faxed to Point-à-Pitre and answered within half an hour. No charges.

At Portsmouth, Dominica, I found that no visa was required for Austrian citizens (contrary to the tourism board's website). Checking in and out at the same time



CHRIS DOYLE

The waters around Guadeloupe are spread with a lot of fishing gear; it's best to have a good lookout

was uncomplicated, with a stay of possibly two weeks. As it was a holiday (Christmas Day), I paid an overtime fee of US$40. The entire procedure took ten minutes. Note: Clearance from last port of call is absolutely required. (For a tour guide in Dominica we had Martin Carriere, alias Providence. He did really a great job: punctual, very friendly and extraordinarily competent.)

I arrived at Customs in English Harbour, Antigua, at 3:00PM. After being questioned about why I had eight "crew" and no "passengers", I was given forms to take back to the boat for each crewmember to fill in and instructed to proceed to Immigration the next day at 10:00AM. Never before in my experience have all the details of a yacht-clearance form been checked more precisely or more times as they were at Immigration. I arrived promptly at 10:00AM and the procedure ended at 11:50AM. Note: The Immigration form has six copies, so you must write with a hard hand to avoid filling in the copies a second time. Although I planned to leave early in the morning, it was not possible to check in and out at the same time. I was told to come back at 3:00PM for the check out, which took until 4:00PM. It was a pity to waste the better part of a day on clearance procedures.

—Continued on next page



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FISHING GEAR

The coasts around Guadeloupe and the surrounding islands are spread with a lot of fishing lines and buoys — found singly and in pairs — up to six miles offshore. They are not marked with lights or poles, so are invisible at night or in bad weather. Some buoys are as small as cricket balls. Many of these hazards can be found around Marie Galante and outside Deshaies on Guadeloupe's west coast. To be on the safe side, it's best to have a good lookout throughout the whole cruising area.

RIVIERE SALEE

Passing from north to south: after the river's entrance, one of the green buoys is missing and the other is adrift on Ilet Colas (hazardous in the night).

Of the three mooring buoys at the Bridge L'Alliance, one is missing, the second is only three metres from the mangroves, and the third one, which we used, was okay. The further buoys after the bridge were, in order: red okay, red missing (instead, there was an unlit yellow plastic buoy the size of a basketball), red okay, red unlit, green unlit, green okay. At Pont de La Gabarre, red okay, green okay! Of the four mooring buoys listed in Doyle's Guide, we found only one okay; the second was half sunk, and the further two were visible but adrift in the mangroves.

Sailors' and Landlubbers' Auction, Bequia

Bequia's annual Sailors' and Landlubbers' Auction to benefit the Sunshine School for Children with Special Needs will be held on Sunday, February 17th, at L'Auberge des Grenadines on the shore of Admiralty Bay. A preview begins at 1:00PM, and the Auction starts at 2:00.

It all begun in 1990 when Norwegian sailors Mariann and Peter decided to "give back" to their favourite island, and held a Marine Gear Auction aboard their double-ended ketch *Fredag*. Cruisers brought items they wanted to sell and put a price on them. Any amount over this price went to the Sunshine School. Mariann says, "It struck me how many people just gave things and did not want to receive any money at all. Here was a chance to really make money for the school!"

In subsequent years, more and more items have been donated that have nothing to do with the sea. Recently, in between the anchors, winches and deck prisms, appear paintings by well-known local artists, wall hangings, lawn furniture and more, and landlubbers are happy to join in. Refreshments are also on sale.

Come and join the fun, but keep the good cause in mind and bid as high as your purse can manage! In 2007 the result was EC$22,937 — let's make it bigger this year!

Even if you are not going to be in Bequia on February 17th, look around your boat or home at all that stuff which is just too good to toss, and pass it on. Drop off donated items before February 16th at the Sunshine School between 9:00AM and 3:00PM weekdays.

The jumble sale that used to coincide with the Auction will be held separately this year, on Sunday, March 2nd, at 1:00PM under the Almond Tree in Port Elizabeth. Preceding the jumble sale will be a Fun Walk sponsored by The Gym at Aqua, also to raise funds for the Sunshine School. Registration is EC$20 per person; top fund-raisers will receive gym memberships of a week or more! The walk starts at 10:00AM under the Almond Tree, goes around the Mount Pleasant loop and returns to the starting point. Back under the Almond Tree, cool down and partake in the sale of refreshments and baked goods, books, students' crafts, Sunshine School merchandise AND the Annual Jumble Sale.

For information on the Fun Walk contact Lisa at (784) 458-3761 or 431-6332

For information on the Auction and Jumble Sale contact Mariann "Why Knot?" VHF 08; phone (784) 457-3047, cell 432-3232; skype: whyknotbequia.

For information about the Sunshine School visit www.bequiasunshineschool.org.

Total Lunar Eclipse this Month

Jeannie Kuich reports: All of the Caribbean will be treated to a Total Eclipse of the Moon on the evening of February 20th. The Moon will be high and accompanying it will be pearly Saturn and the star Regulus in Leo. This double event will be the only one of its kind occurring within the next millennium.

Binoculars will enhance the view but all you really need is your eyes, maybe a sweet young thing beside you to hold your hand (don't you wish!) and a big chocolate chip Moon cookie. In any case, stupendous eclipses of the Moon are always enhanced by having someone with you.

Eclipse times are:

First contact of Moon with Earth's umbra:	9:43PM
Total eclipse begins:	11:01PM
Middle of eclipse:	11:26PM
Total eclipse ends:	11:52PM
Last contact of Moon with Earth's umbra:	1:09AM

Unless atmospheric effects (such as those created by dust from volcanic eruptions at Montserrat) influence the Moon's disk, it should appear fairly bright, especially right around the beginning and end of totality. The lower part of the Moon will likely appear brightest with a ruddy or coppery hue, whereas the upper half should look more gray or chocolate color.

This is the only total lunar eclipse we may see in the Caribbean this year, so enjoy this glorious event!

CCEF Wants Your Stuff!

Are you thinking that you should raise your boat's waterline? Too much stuff in your lockers or on deck? Think about this: any spare parts you don't need, any clean used clothing, any household goods — leave them at the Carriacou Yacht Club for the annual charity auction in August, which benefits the Carriacou Children's Education Fund. AND, think about this: come join us for the fun and the fundraising!

For more information contact boatmillie@aol.com.

Errata

WHERE'S THAT AGAIN?

Perceptive readers will have noticed that the photo of docked ARC yachts on page 22 of last month's *Compass* was taken in Las Palmas, Canary Islands, before the start of ARC 2006, not in Rodney Bay, St. Lucia, after its finish — same fleet, different place!

LET'S SEE, 30 DAYS HATH...

Perceptive readers will also have noticed that in the tables for the Meridian Passage of the Moon in last month's *Compass*, we got carried away and extended leap year by giving February 31 days. Woops!

Where's Sandi?

Compass contributor Sandi Pomeroy, please contact Sally at sally@caribbeancompass.com.

Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertiser Port Louis Marina of Grenada, page 12; and all the new faces in our Caribbean Marketplace ads on pages 52 and 53. Good to have you with us!

Curaçao Marine





New marine center presents the latest Dutch innovation in boat handling equipment.
Hauling capacity 45 tons and Catamarans up to 33ft beam.



Safe dry storage with 24 hours security
- Long-term storage.
AWLGRIP® indoor spray painting
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Phone: +(599 9) 465 8936 Fax: 465 8941

www.curacaomarine.com

BUSINESS BRIEFS

Grenada: A New Marina for the New Year

Developer Peter de Savary and his team delivered the Port Louis Marina and Creole Village open and operational for the Christmas and New Year holidays in Grenada. The Port Louis Marina, which is already accepting some of the world's largest yachts and boats, was officially opened on January 4th.

The Opening Ceremony came just days after the news of a major joint venture arrangement between the de Savary Group and the largest marina developer in the world, Camper & Nicholsons. In the new partnership, Camper & Nicholsons have pledged to invest US$ 24 million to market and develop the Port Louis marina into one of the best and most exclusive in the world.

The opening was attended by His Excellency Governor General Sir Daniel Williams; Minister of Tourism the Hon. Claris Modeste Curwen; Minister of Works, the Hon. Brenda Hood; Developer, Peter De Savary; and Technical Director of Camper Nicholsons, Bill Green. Minister of Tourism Curwen told the gathering that the project would bring great benefits to Grenada. "The Port Louis Development and the new joint venture with Camper & Nicholsons have the full backing of the Government and people of Grenada. Government knows that this project will not just benefit the many visitors who will come here but will also bring thousands of good jobs to Grenadians."

De Savary described the joint venture as a huge benefit for Grenada. "Port Louis Marina and Grenada will now be marketed not only by us, but Camper & Nicholsons will also put their world-class marketing machine behind this project. In addition, the new venture will mean that the marina project will now be completed even faster, as we will now concentrate on the development of the residential, hotel and commercial aspect while Camper & Nicholsons focus on the marina."

Both the marina wall and 100-metre trestle dock are open with a capacity of up to 50 vessels — including 14 superyachts — all with full power, water and necessary infrastructure. The *Maltese Falcon*, the world's largest private sailing yacht at 289 feet, and the mega-motoryacht *Reverie*, at 230 feet, were amongst the first yachts to berth at Port Louis, in December 2007. Ultimately the marina will have berths for up to 300 vessels. The Victory Bar and village with its duty-free shops are also open ready to welcome the marina's first guests and the general public.

For more information see ad on page 12.



It's official! The opening ceremony for Grenada's newest marina was held on January 4th

'Benedetto's' to Open at Le Phare Bleu

From next month, sailors and landlubbers alike will be able to enjoy the flavours of Italy at "Benedetto's" at Le Phare Bleu in Grenada. The new restaurant, lounge and bar, located alongside the beach and the swimming pool, will be open seven days a week for breakfast, lunch and dinner, with a happy hour between 5:00 and 6:00PM. There will also be regular live music events and parties.

Benedetto La Fiura, an Italian chef with over 30 years' experience, has joined Le Phare Bleu team, and will be overseeing an Italian, casual dining experience at the new venue. Those familiar with Le Phare Bleu Marina will no doubt be aware of the already popular fine-dining restaurant onboard the historic lighthouse ship. With the opening of Benedetto's, Le Phare Bleu will be ready to welcome customers looking to enjoy snacks and light meals in a laid-back atmosphere, surrounded by the tranquillity of beautiful Petit Calivigny Bay.



In addition to the restaurant aboard its signature lightship, Le Phare Bleu Marina will soon offer an Italian dining spot ashore

Le Phare Bleu is also pleased to announce the completion of its full-service marina, with the availability of a fuel dock and a Customs office on site from early March. Also up and running in March will be the laundry service, car rental and De Big Bamboo watersports boutique.

For more information see ad on page 18.

Clipper Round-the-World Race to Visit Port Antonio

They first came to Port Antonio, Jamaica in 2006 as an afterthought. Now after their first experience at what is arguably the Caribbean's most beautiful and well-equipped yachting facility, it has been announced the competitors in the 2007-2008 Clipper Round the World Race will once again be stopping at Port Antonio for several days R&R after a long leg from Panama.

After leaving Port Antonio in late May, the ten internationally-sponsored 68-foot yachts will head for New York. Included in the fleet is a Jamaican entry, skippered by Simon Bradley of Errol Flynn Marina and Shipyard.

—Continued on next page

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—Continued from previous page

The yacht is appropriately emblazoned with the Jamaica tourism slogan: "Once You Go, You Know."

If the visiting crews are looking for a real taste of Jamaica when they make landfall, then they need look no further than "Norma's" at the Errol Flynn Marina. There they can sample Norma's red pea soup, along with her oven front whole-wheat garlic bread garnished with her secret spread, and perhaps followed by grilled bangers and sautéed potatoes. That should really set them up for the next leg!

For more details of the race visit www.clipperroundtheworld.com. For more information on the marina see ad on page 39.



New Grenadines Airways Service between St. Vincent and St. Lucia

As of Sunday February 10th, Grenadine Airways will be operating a Sunday service between St. Vincent & the Grenadines and St. Lucia (Hewanorra). The service is designed to connect with the international flights (Virgin Atlantic, British Airways, Air Canada, West Jet, US Airways, Air Jamaica, Delta and American) arriving and departing from Hewanorra, St. Lucia. If demand is good, then additional days may be added.

Cost will be US$150 one way plus US$25 fuel surcharge and US$15 per person head tax.

For more information contact Grenadines Airways: tel (246) 418-1654/5, e-mail info@grenadine-airway.com.

Duty- and VAT-Free Chandlery for Dominica?

The Dominica Marine Center (DMC) is working with the Government of Dominica to implement a duty-free and VAT-free chandlery on the island. Currently, DMC will order duty-free and VAT-free items for visiting yachts and other vessels through their international partners, but the management is looking for full duty- and VAT-free status for visiting vessels to be available throughout their store in Dominica.

Also, in response to increased demand, the Dominica Marine Center is expanding with a second store and other marine services in the island's northern port city of Portsmouth. Before the end of March, you should be able to get your marine items — including electronic goods, mechanical services, boat repairs, Mercury Marine engines, Yanmar engine and parts and Doyle sailmaker services — all in one stop. The Dominica Marine Center has also expanded its services to include sport fishing, which has become an increasingly popular attraction on the island.

For more information see ad on page 47.

'See My Sea' — Boat-Swapping for Boatowners

Not all boatowners are retired and free to cruise wherever they want, far from their home port. Up until now, chartering a boat in those distant places has been the only realistic option for those who have to keep their boat close to home.

SeeMySea is a new venture, operating much like the very successful and popular house-swapping agencies. Their goal is to make it possible for boat-owners to discover new sailing destinations as well as share with others their local knowledge and experience in an atmosphere of open-minded and free exchange. Once joined up (the cost is around US$100 per year, but the first 300 applicants are free!), boat-owners will have access to all the boat-exchange offers and the various services of the site, for the next 12 months. Introducing new members will qualify you for a discount on your next annual subscription.

For more information visit www.seemysea.com or e-mail contact@seemysea.com.

Left: Dominica Marine Center is branching out to the northern town of Portsmouth

Below: Interested in boat-swapping? Picture yourself here, or in the Baltic, Great Lakes, Med...





CARIBBEAN ECO-NEWS

Coral Concerns Mount...

As the cartoon character Pogo famously said, "We have met the enemy and he is us."

A study published last month in the journal *Nature* has singled out human activity, especially coastal development and agriculture, as the main culprit in the continuing degradation of coral reefs, even more so than warming sea waters and acidification linked to global warming.

The study focuses on the Caribbean, where the decline of reefs is endangering species of wildlife as well as tourism and fishing that are vital for the local economy, says lead author Camilo Mora of Dalhousie University in Halifax, Canada. "The continuing degradation of coral reefs may be soon beyond repair if threats are not identified and rapidly controlled," he said.

Mora and University of Miami marine biologist Robert Ginsburg compared several large-scale databases that had never before been systematically cross-referenced. Focusing on corals, fishes and seaweed in 322 sites across 13 countries in the Caribbean, the study matched environmental and ecological data against patterns of human population density, coastal development and agricultural land use. Also included were data on hurricanes, biodiversity, fish populations and coral disease.

The statistics showed clearly that the number of people is the main driver of the mortality of corals. But different kinds of human activity resulted in different impacts, the study revealed. Higher population density in coastal areas produces more sewage and depletes fish stocks, both of which are directly responsible for coral mortality. Chemical discharges from agricultural land drives an increase in macroalgae (seaweed), which is indirectly linked to coral loss.

Warmer sea surfaces are also contributing to coral decline, but hurricanes are not, said the study. The study also concluded that while Marine Protected Areas help restore fish populations, they do nothing to protect coral.

A fifth of the world's marine reefs have already been destroyed and half are threatened because of human impact, whether directly or as a consequence of rising temperatures driven by climate change, according to the World Conservation Union.

... While New Corals are Discovered

Two new species of soft corals were discovered during an October 2007 expedition to Saba Bank, Netherlands Antilles, the largest atoll in the Caribbean.

A team that included researchers from the University of Miami Rosenstiel School of Marine and Atmospheric Science's Biology and Fisheries Division, Texas A&M University at Corpus Christi, and the Universidad de los Andes in Colombia collected 40 species of soft corals and nearly a hundred different species of crustaceans in just ten days of diving. One of the likely new species was found in deep water (70 metres), and the other was found to be common in shallow water (20 metres). Since the gorgonians of the Caribbean are a well-known group of corals with only a limited number of species, the discovery of a new species in the shallowest parts of the Bank was unexpected. The scientists have concluded that it belongs to the genus *Pterogorgia*, in which so far only three species are known.

The expedition is part of an ongoing effort by the Department of the Environment of the Netherlands Antilles to develop a sound management plan for the Bank and legislation to support it. The goal is to have the Saba Bank designated as a Particularly Sensitive Sea Area (PSSA), which will help to regulate shipping over the parts of the Bank that lie outside the territorial waters of Saba, but are still located within the Exclusive Economic Zone of the Netherlands Antilles.

Blue Award for St. Lucia's Solar Ferry

Discovery at Marigot Bay on St. Lucia's west coast has been awarded the Blue Award from US-based *Islands* magazine in recognition for environmental



achievements. The Blue List, published in the December 2007 issue of *Islands*, recognizes 100 leaders in responsible tourism who, according to the magazine, "ensure that islands remain environmentally and culturally sound for future generations."

Discovery's locally designed and built solar-powered ferry, the *Sunshine Express*, was number 63 on the list. The ferry was launched in July 2007 to transport guests of the marina resort to the bars and restaurants dotted around Marigot Bay — all with zero emissions.

Resort owner Judith Verity said, "One resource the Caribbean has in abundance is solar power and solar power technology is becoming rapidly more efficient. We hope that the *Sunshine Express* will be the first of many solar powered boats not just in St. Lucia but throughout the Caribbean."

Turtle Conservationist Honored

Four Caribbean nationals have been named 2008 winners of the Anthony N. Sabga Caribbean Awards for Excellence (ANSCAFE) for their work in fields ranging from the arts to science, technology and the environment. Among them is Annette Arjoon of Guyana, the founding secretary and project coordinator of the Guyana Marine Turtle Conservation Society. She has been instrumental in protecting Shell Beach, a 100-mile ecosystem in the northwest coastal region of Guyana, where four species of marine turtles nest. All sea turtle species in the Caribbean are considered endangered.

ANSCAFE laureates receive a gold medal, a citation and TT$500,000 (US$80,000). The 2008 laureates will be given their prizes in a gala ceremony in Trinidad on April 12th.

Heineken Regatta Supports Nature Groups

The Nature Foundation of Sint Maarten and the St. Martin Réserve Naturelle each received a donation from Heineken St. Maarten recently, to put towards conservation programmes on both the French and Dutch sides of the island. The funds were raised through the sale of white "serious clean fun" bracelets during the St. Maarten Heineken Regatta 2007.



Left to right: Kim van Loo (Shipwreck Shops), Heather Tackling (Heineken Regatta), Marisa Brandy (Nature Foundation), and John Leone and Mandy Renkens (Heineken St. Maarten)

The new bracelets for the 2008 St. Maarten Heineken Regatta will be on sale soon, and the 2007 bracelets are still available from the Nature Foundation offices and Heineken St. Maarten.

For more information on conservation projects on St. Maarten contact the Nature Foundation at info@nature-foundationsxm.org or Réserve Naturelle at reservenaturelle@domaccess.com.

Statia's National Marine Park

The St. Eustatius Marine Park celebrated its tenth anniversary in December 2007, with the official opening of the National Park Visitor Centre. The highlight of this event was when Paul Hoetjes of the Department of Environment and Nature of the Netherlands Antilles announced that the St. Eustatius Marine Park had been designated a National Park.

The Park Manager, Nicole Esteban, gave an insight into the diverse habitats that attract divers from around the world, and described the development of the Marine Park over the past ten years, acknowledging the important work of the Dutch Caribbean Nature Alliance for their work to provide long-term financial security through establishment of a conservation trust fund.

The dive centres were represented by Rinda Hees from Dive Statia who explained some of the direct benefits for the dive industry, "Buoys were a great help in both saving the coral and finding the dive sites, training new staff is now much quicker... fish life has flourished with larger fish, more pelagics and also the rarer species."

Relaxed evening seminars were held at different restaurants during early December to inform the local community and visitors about various aspects of the Marine Park. The guest speaker was Kalli de Meyer, Executive Director and former Manager of Bonaire National Marine Park, who discussed the Marine Parks of the Dutch Caribbean with a focus on the development of Statia National Marine Park.

—Continued on next page



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Other seminars included a very well attended presentation about the conservation of turtles around Statia by Sea Turtle Programme Coordinator, Arturo Herrera, and an overview of the benefits of the Marine Park in terms of nature and the economy by Nicole Esteban.

Still Keeping Bequia Clean

Alexandra Paolino reports: On December 1st, 2007, a group of friends in the Bequia community pursued their monthly clean-up efforts, this time along the Paget Farm waterfront.



Joining forces with the Paget Farm Government Primary School students and teachers, the group ensured that this was only an initial attempt to clean up the area. The terrain was very difficult to tackle, consisting of numerous little rocky bays where fishing boats are pulled ashore and garbage accumulation is dense.

The group included approximately 35 children and ten adults. They filled 55 black garbage bags, mainly with plastic — engine-oil bottles, beverage bottles, bags, wrappers, cups and forks — plus aluminum packets and cans, old clothes and shoes, and some rubber items.

The school children were enthusiastic about keeping their country clean. The main aim of the Paget Farm waterfront clean-up effort is to raise community awareness of the importance of keeping our natural environment clean, not only to beautify our surroundings but also to minimize environmental hazards.

The group is grateful for support and donations. Many thanks to Bequia Venture, the Bequia Tourism Association, Karib Cable, and Hutchinson Construction Company.

Whither Cuba's Marine Environment?

A December 25th, 2007, article by Cornelia Dean in *The New York Times* notes that "through accidents of geography and history", Cuba retains one of the most undamaged natural environments in the Caribbean. But what will become of it after Fidel Castro and his associates leave power and, as is widely anticipated, the United States government relaxes or ends its trade embargo?

Dean writes: "[Cuba now] has an abundance of landscapes that elsewhere in the region have been ripped up, paved over, poisoned or otherwise destroyed in the decades since the Cuban revolution, when development has been most intense. Once the embargo ends, the island could face a flood of investors from the United States and elsewhere, eager to exploit those landscapes."

Conservationists, environmental lawyers and other experts, from Cuba and elsewhere, met recently in Cancún, Mexico, to discuss the island's resources and how to continue to protect them.

Cuba has done "what we should have done — identify your hot spots of biodiversity and set them aside," said Oliver Houck, a professor of environmental law at Tulane University Law School (US) who attended the conference.

Cuba's relatively large underwater coastal shelves are crucial for numerous marine species. Like corals elsewhere, those in Cuba are suffering as global warming raises ocean temperatures and acidity levels. But they have largely escaped damage from pollution, boat traffic and destructive fishing practices. Diving in them "is like going back in time 50 years," said David Guggenheim, a conference organizer.

In a report last year, the World Wildlife Fund said that "in dramatic contrast" to its island neighbors, Cuba's beaches, mangroves, reefs, seagrass beds and other habitats were relatively well preserved. Their biggest threat, the report said, was "the prospect of sudden and massive growth in mass tourism when the US embargo lifts."





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Sail from the Heart

Andrew Burke's Single-Handed, One-Armed Round Barbados Sail

Prominent Caribbean racing sailor and cancer warrior Andrew Burke aims to draw attention this month to the need for support for cancer patients by sailing solo AND one-handed around his home island of Barbados. Barbados is 21 miles long and 14 miles wide.

After a long period of suffering from pain in his left hand, Andrew was diagnosed with cancer in 2003. After an initial operation and extended periods of radiation treatment and chemotherapy, Andrew's entire left arm and shoulder blade were removed in 2005.

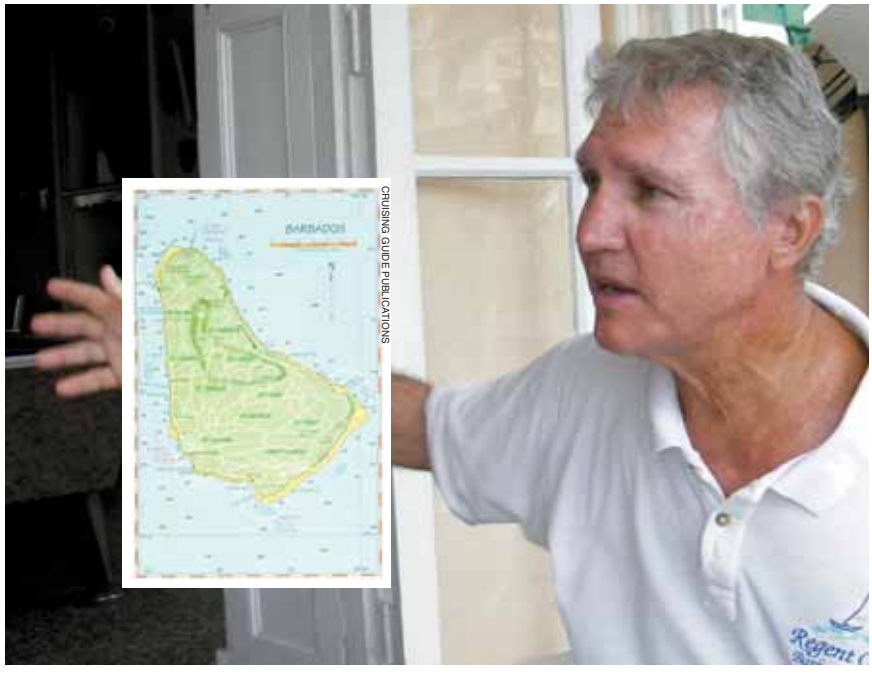
Despite having only one arm, Andrew continued to campaign the yachts *Bruggadung I and II* to victories in highly competitive regional regattas such as the St. Maarten Heineken Regatta, Angostura Tobago Race Week and the Mount Gay-Boatyard Regatta in Barbados. [*See "Bajan Racer Burke is 'Bringing It All Back Home'"*, Caribbean Compass, *December 2007*.]

Recently Andrew has been diagnosed with a cancerous growth in his amazingly courageous heart. Treatment of this is ongoing. So his latest sailing challenge comes straight from his heart.

The Barbados Cancer Society aims to re-appoint an Education Officer and a Welfare Officer. They will address the early detection and post-diagnostic needs of cancer patients, thereby reducing the island's death rate from cancer. Andrew's goal is to raise a minimum of Bd$150,000 in order to make this cancer program effective for the people of Barbados.

All sponsors will be recognized appropriately. Donations should be written directly to: The Barbados Cancer Society, Henry's Lane, Collymore Rock, St. Michael, Barbados, and identified with Andrew's name. For more information phone (246) 436-8888.

Andrew plans to make his solo, single-handed circumnavigation of Barbados on February 10th.



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WEST INDIES

Phase one of C&N Port Louis marina is now open in the Lagoon, St. George's, Grenada.

During the course of this year we will be adding another nine megayacht berths and 200 berths from 10 to 40 meters. The Creole village includes shops restaurant/bar, Capitainerie (which can arrange a full set of marine support services) and the Port Louis sales office, where details of the entire Port Louis project are available including information on property and long term berth sales. Due to ongoing development, present berthing availability is limited so please contact us before you arrive.

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MARINAS

'Racing at its Best!' for the Big Boats

by Lucy Tulloch

Palma de Mallorca in the Mediterranean and Antigua in the Caribbean: two of the most important superyacht destinations in the world — with some of the most enviable sailing conditions. With the second Superyacht Cup in the Caribbean imminent, Antigua's Minister for Tourism, The Right Honourable Harold Lovell, had talks with Juan Gual, President of the Chamber of Commerce for Mallorca, at the 2007 Monaco Yacht Show to discuss the developing trade links specializing in the marine industry.

And from December 12th to 15th, 2007, Antigua's second Superyacht Cup, sponsored by Camper & Nicholsons and SLAM, was held amidst fantastic sailing conditions with six entries ranging from 29 to 44 metres competing in three days of pursuit racing off English Harbour.

Race One saw *Tenacious*, the Ted Hood-designed 35-metre sloop, start first in a stiff breeze, followed by *Patient Falcon*, the Nelson Marek-designed 30-metre, then by *Yanneke Too*, a 36-metre Bill Dixon design. With a big sea running and more than 25 knots of wind, the sailing was exciting. Easing sheets onto a broader reach down to Curtain Bluff, *Yanneke Too*, *Timoneer* and *Sojana* all displayed their downwind sails. This was followed by a dramatic beat into a black squall with gusts of up to 45 knots, off Turtle Bay.

Yanneke Too crossed the finish line first, winning by 2 minutes and 11 seconds. Second was *Patient Falcon*, and third *Sojana*, finishing with less than 6 minutes between them!

Race Two was blessed with stunning sailing conditions off the Pillars of Hercules at the entrance to English Harbour. The 44-metre Dubois-designed ketch *Timoneer* overtook *Yanneke Too* on the first leg, keeping her full main and mizzen staysail in the gusty trades, and then overtook the smaller *Patient Falcon* on the reach down to Curtain Bluff.

Kenny Coombs, founder of the Antigua Classic Yacht Regatta, who was sailing on the 100-foot Swan *Virago* told me that it was some of the best ocean racing he had ever enjoyed.

Wild wind shifts of 20 degrees on the beat back up the coast tested the helmsmen, and those with local knowledge (and a forgiving draft!) could hug the coast to take the lifts and tack out of the heavy seas. Finally, *Timoneer* won the second race.

Race Three brought very close sailing with all the yachts finishing within 10 minutes. Again, exhilarating weather conditions with 25 to 30 knots of breeze and a big sea tested these impressive vessels with *Yanneke Too* and *Sojana* sailing through the fleet and finally overtaking *Timoneer* minutes before the finish. At Curtain Bluff, the 38-metre Farr-designed *Sojana* tacked around the mark just after *Virago*, before hardening up to beat up the coast. *Sojana* was forced to tack off for clean air and soon started to make her gains on the whole fleet farther off the coast. The larger, heavier ketches *Timoneer* and *Yanneke Too* headed out to sea on long tacks, while *Sojana* sailed up the middle of the course, benefiting from any wind shifts and wind speed variations.

Timoneer approached the line from way out to sea but did not lay the pin end of the line, giving *Sojana* the opportunity to overtake her and storm through the finish line. By the "triple point rating" for the last race, *Sojana* won The Superyacht Cup Antigua 2007 by just 0.3 points.

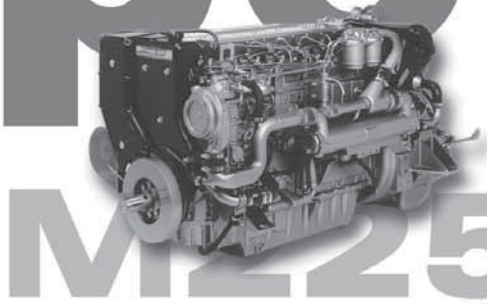
Captain Marc Fitzgerald of *Sojana*, who had made it to the start only by gybing on the finish line of the Rolex Transatlantic Challenge and heading straight to Antigua, told me that he thought "Antigua is perfect for this kind of event, both with outstanding conditions and tradewinds, as well as the hospitality ashore and rum on the table!"

For more information visit www.thesuperyachtcup.com.



Virago *heading for the start. The Superyacht Cup joins Sailing Week and the Classic Yacht Regatta as a stellar Antiguan event*

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Regatta News

'Too Much Fun' at SLYC Fun Day!

On December 16th, 2007, the St. Lucia Yacht Club (SLYC) hosted its inaugural sailing Fun Day, inviting local and Atlantic Rally for Cruisers (ARC) sailors to the Laser and Optimist Dinghies event. An overwhelming 45 Laser sailors and 12 Opti sailors were geared for racing. This response, however, meant that not only did courses have to be shortened, but due to a limited number of boats, only 30 Laser sailors were able to take to the waters. The second race for the Optis was canceled due to deteriorating weather, as the gusty winds became challenging for the young sailors. Despite the long wait to sail a race or two, all sailors enjoyed the day and many have been seen since, proudly wearing their free SLYC Fun Day T-shirts.



SLYC's first-ever Fun Day saw a high turnout and high winds!

The day was wrapped up with the prizegiving, and the following placed for prizes: Mark Spurway, Dario Daniel, Marcus Sweeney, Edgar Roe, Andreas Melia, Nick Casey, Benn Atkinson, Christopher Uppheim, Sid Payne and Leo Sogden.

This day was such a success that the SLYC intends to make it an annual event (they may need to find some more Lasers!). Of course, a day like this makes or breaks on the volunteer help, so thanks go to: Danielle, who did an excellent job of organizing the event; Gary and Faye for providing the committee boat *Hullabaloo*; Angela at the registration desk; Ted and Peter on the start and finish lines, and many other yacht club volunteers including Uli, Lily, Teresa, Fred and Barbara.

Many thanks to the main sponsors: Ferrands Dairy, Marintek, Johnsons Hardware, Peter & Co., Spinnakers, Cats, Island Water World and Chris Doyle Publications, who allowed everyone to get on with the sailing, and enjoy a great day on land and sea.

SR-Max Upset at Guardian's Southern Caribbean Regatta

This regatta, held from December 27th through 30th, 2007 in Trinidad, has built up a tradition of great dinghy racing for the Southern Caribbean, pulling sailors of all ages and from several Caribbean nations into the boats. Although only three types of boats were raced (Optimist, Laser and SR-Max), the sailors raced the following classes: Opti Under 12, Opti Over 12, Laser 4.7, Laser Radial, Laser Standard and the locally designed and built SR-Max.

Winds are notoriously light in and around Trinidad, so sailors were happy that it was only on the final day that they had to sail past Five Islands in order to find a breeze. By the end of that morning the wind came in strong, allowing all classes to complete the last two races and thus be allowed a drop from the nine races sailed.

In the Opti Under 12 class, Derek Poon Tip (TTSA) and Russell Franklin (Vessigny) placed respectively first and second again this year. Third place went to Kelly-Ann Arrindell (TTSA) who managed to keep both Abigail Affoo and Myles Kaufmann just behind her in the last day of racing (placing fourth and eighth).

The dropped race came in handy for Nicholas Knox (TTSA), who happily dropped his 11th place (a victim of the dreaded capsize!), just beating his club-mate Wesley Scott (TTSA) and taking home first place in the Opti Over 12 class.

In the Laser 4.7 and Laser Standard classes, the results stayed more or less the same from one day of racing to the next. However, in the Laser Radial class, the Leighton brothers had to give up first place to Andrew Lewis, who clinched his position with a first and second on the last day of races, leaving brothers Stuart and James Leighton with respectively second and third place. Perseverance is definitely a must for any good sailor, so no doubt next year will see these enthusiastic brothers making a bid for first one more time.

The biggest surprise of the regatta this year was in the SR-Max class. Paul Amon, the champion of this class for the last three years in a row, was finally dethroned by Peter Baillie and his crew. No doubt Peter and his crew will enjoy the glory of this position for the next year, and prepare to defend their title in December 2008.

The best female sailor for the regatta was Abigail Affoo, and the best male sailor was Christopher Sposato of Barbados.

Medical Issue Raised at Nelson's Pursuit Race, Antigua

John Burnie reports: Rumor has it that the fifth edition of this New Year's Eve race, held out of Antigua Yacht Club (AYC), was "absolutely splendid". Thanks go out to Tommy Patterson and the AYC for all their organizational skills and giving of their time. This pursuit race was not for the faint of heart, as winds with gusts of more than 35 knots passed through, creating swells and chaos in their wake.

The big boats prevailed through the weather and the spoils of the "best elapsed time" were shared equally between Carlo Falcone's beautiful 80-foot Fife, *Mariella*, and the Swan 651 *Tihama*. Vessels of all sizes and fashions participated, including several of the new Dragons based at the recently founded Harmony Hall Yacht Club — their crews sailed magnificently. The competitive Swan 56 *Lolita* (past overall winner of Antigua Sailing Week) was even specially chartered for the event.

The race was partly clouded by an accident on one of the yachts. Unpleasant though this accident was, it was not life-threatening, and the incident was well handled by the Race Committee and coordinated by the extremely professional ABSAR (Antigua and Barbuda Search and Rescue) inshore lifeboat supporting the race. In addition, the onshore medical facilities are very good in Antigua, and are always prepared to aid sailors.

Despite this, facilities to deal with critical trauma, such as limb-saving operations, are perhaps not as sophisticated in Antigua as they are in neighboring Guadeloupe. The French Government has invested in the medical staff, facilities and equipment needed to deal with these most serious injuries and life-threatening conditions. And Guadeloupe is only a short helicopter flight from Antigua (less than 70 km).

Recently much work has been done by Neil Forrester (Chairman of Antigua Sailing Week) and Jean Michel Marziou (Triskell Sailing Organisation, Guadeloupe) in promoting closer sailing ties between Antigua and Guadeloupe. This endeavor has been hugely supported by the likes of Tommy Patterson and Stan Pearson in Antigua, as well as other active members of the French and Antiguan sailing clubs. However, a fail-safe agreement between the Governments of Antigua and Guadeloupe to allow "bureaucratically free" emergency medical evacuation flights directly to the hospital in Guadeloupe has yet to be ratified.

As more sailing events take place in Antigua (creating large influxes of people onto the island), the potential for straining the island's medical resources increases. A medical "entente cordiale" between the islands would enhance the safety considerations of all sailors participating in sailing regattas in Antigua (and allow all mothers of sailors to rest more easily during the racing season!).

Fast Barbados Round-the-Island Race 2008

Renata Goodridge reports: Barbados likes to commemorate one of its sailing statesmen, past Prime Minister Errol Barrow, by holding a race around the island. This is not for novices, as the east coast of the island carries its share of shoals and big waves. This year, the event was held on January 20th, the day before the bank holiday (allowing the sailors a day of rest before getting back into the work week).

Three boats participated this year — all 80-foot maxi racing boats. The local company Ocean Racing Challenge entered their two Whitbread maxis, *Athina* and *Martella*. The visiting IMS maxi *Longo Barda*, owned by Paul Edwards of the UK, also joined in the race. This latter maxi is a little bit wider and has a taller mast than the other two, so was able to carry more sail, which helped her push ahead to win the race.

The boats all raced equally, with a start at 1015 hours.

—Continued on next page

March 20th - March 24th
Bequia Regatta
Easter 2008
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ST. VINCENT & THE GRENADINES

—Continued from previous page



These boats are fast! The visiting yacht won the race, with a time of 5 hours 29 minutes; *Martella* was not far behind with a time of 5 hours 35 minutes. *Athina* fell behind a bit due to some sail difficulties, but finished with a time of 6 hours 3 minutes.

The racing conditions were demanding, with consistent northeast tradewinds blowing at a minimum of 25 knots, and the big sea swell ensured that all crews (even the sea-sick ones) needed to stay focused.

Paul Edwards had said before the race that he would donate Bds$1000 to the crew that won the race. When his boat ended up winning, he promptly asked ORC what their favorite charity was. So the Barbados Cancer Society, through Andrew Burke's Sail from the Heart campaign (see story on page 12), will benefit from Paul's generosity. ORC is also donating their boats and time for this event, and will be in the flotilla that will sail alongside Andrew on the final leg of his journey (down the calmer west coast of the island!). These maxi men and women sure know how to support not only local sailing, but local charities as well.

Heineken Regattas for 2008

For 30 years, Heineken has been involved in sponsoring sailing regattas in the Caribbean. And they are adding a new one for 2008: the Curaçao Heineken Regatta, whose motto is "Serious Fun". The Curaçao Sailing Festival will hold this regatta from November 7th through 9th this year, with racing held in and around historic and colorful Willemstad.

This will bring the number of large Heineken regattas to seven.

The St. Maarten Heineken Regatta (March 6th through 9th), probably the best known Heineken-sponsored set of races, annually draws over 2,500 sailors from over 40 countries. Within the sailing world, St. Maarten is synonymous with quality and racing fun, and increases the number of visitors to the island every year.

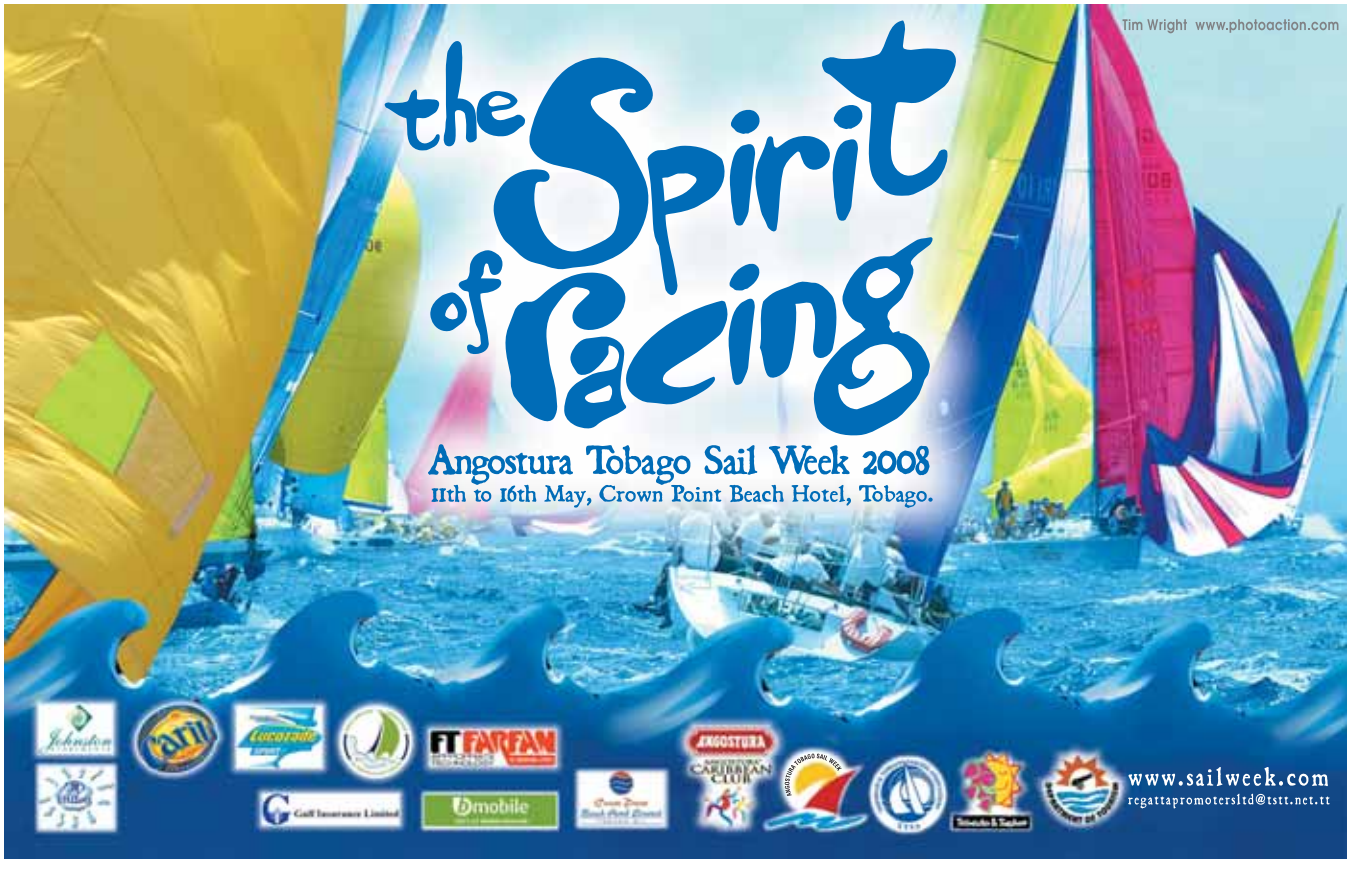
The Culebra International Regatta, held this year from March 14th through 16th, is always a well-contested event — over 70 boats raced the event in 2007.

—Continued on page 33

Left: Curaçao's Sailing Festival is now included in the roster of regional Heineken-sponsored regattas

Below: Maxis charge across the starting line at the 2008 Around Barbados Race





DIFFERENT BOATS...

SVAAP SISTERSHIP

by Norman Faria

From the shores of the Carlisle Bay anchorage this past December, the ketch rigged 30-footer riding gracefully at anchor looked familiar.

Rowing out to her, I found her to be the sistership of the John Alden-designed *Svaap* in which American William Albert Robinson made one of the earliest solo circumnavigations (during 1928 to 1931).

On board the later version, named *Walkabout* and built in Australia by the Driscoll Brothers in 1952, was another singlehander, Britisher Clive Ellis.

Clive, a retired shipwright, said he bought the still immaculately maintained long keeler from the Saunders family of Zimbabwe who had sailed her from Mozambique to England in the 1960s.



PHOTOS (C): NORMAN FARIA

This is Clive's second visit to the Caribbean in Walkabout

"I bought her in 1974. At the time I was living aboard an old Dutch barge, built in 1916, in a marina in Chichester, and Mike and Liz and their kids were in the boat nearby. When they decided to move ashore, I took it over. I rebuilt the cabin interior and put in a new Beta 35-horsepower diesel to replace the BMC Captain. Also an electric anchor winch and roller furling for the jib and a few other luxuries."

This is the second visit to the Caribbean for Clive in *Walkabout*. In 1979, he visited Barbados and other islands during a leisurely Atlantic sojourn.

The Driscolls had built her hull to last. It is of the really hard jarrah (*Eucalyptus marginata*) wood with copper-riveted, steam-bent frames. The laid decking, very beautifully done, is also of a type of eucalyptus. The boat's length overall is actually 33 feet (10 metres).

Basically, except for the "few luxuries", most of the original gear, including the wooden spars and bronze fittings, are still there and functioning well. The Aries self-steering is the same one used on the previous Atlantic crossing. On this trip, Barbados was raised after an uneventful 16-day run from the Cape Verdes.

Clive said he wasn't particularly looking for a vintage wooden boat when he bought her. "I knew about Robinson and the *Svaap* and in fact have his book *Deep Water and Shoal* on board. I just happened to be there at the time (when the Saunders decided to sell). Now, I've had the boat so long, it's part of me. I have a son bumming around, as they say, on a bus in New Zealand. I am heading there now and I guess I will pass on the boat to him."

From Barbados, Clive was due to head for Carriacou in the Grenadines and then Grenada on this still fine example of American boat design know-how and Australian boatbuilding expertise.

...FOR DIFFERENT FOLKS

Ideal Wave Will Do

by Norman Faria

In 1966, American film director/writer Bruce Brown made the still-memorable movie called *The Endless Summer* which chronicled the world-wide travels of two young surfers searching for the perfect wave. Also in that year, a young Swedish boat designer, Per Brohåll, came up with a remarkable little pocket cruiser which he called the *Albin Vega*.

Recently, young German surfer Holger "Beule" Sander sailed his Vega to Barbados, starting a Caribbean quest for a good, ideal — he wouldn't go so far as to say "perfect" — wave.

Back in the mid-1960s, the movie 'Endless Summer' was influential in popularizing the sport outside traditional areas like Hawaii and California. Holger, on his beach-hopping so far, isn't any trail-blazer in that respect. The sport is all over the world now, he tells you as he makes coffee for us aboard *Liza* in the Carlisle Bay anchorage.

How is the surfing in Barbados? "I've been to a couple places on the east and south coast here, including Bathsheba which I understand is the place for internationally recognized championships. The waves in the island are okay, but it depends on the weather which changes the wave sizes and patterns. I'm looking forward to visiting some of the other islands."



Holger's Albin Vega, Liza, *is a proven pocket cruiser*

Holger, who hails from Cologne and started surfing in 1985, said he bought the Vega in June 2006 from his friend Kyle Taylor after both of them had sailed it across the Bay of Biscay. Holger then sailed *Liza* across the Atlantic, accompanied by old friend Tony Chavez, who naturally, is a surfer from California. Also on board is a dog of unknown breed called Guvvy, whom they found while staying at a campground in Morocco ("world class waves there," Holger chips in). Beside the other gear on board, including the surfboards, are two life vests for Guvvy.

Everything has gone well so far. *Liza* made a fairly slow (28 days) crossing from the Canary Islands to Barbados. The German-made Wind Pilot self-steering gear performed exceptionally well.

The Albin Vega turned out to be a good choice, too. The 27-foot (8.25-metre) sloop was well built out of fiberglass by the Larsson Marine yard in Sweden in 1972. Over 3,000 were built and many are sailing all over the world. *Liza* (original name) bears sail number 634.

A review of the design in *Good Old Boat* magazine's website noted: "sailboat performance is the distilled essence of a series of compromises" but went on to say that Brohåll came up with a really outstanding, fast, reasonably roomy, and inexpensive pocket cruiser.

Holger, who does carpentry and shipwright work when necessary, may have some disagreements with the description "roomy". While in Barbados he was thinking of buying a Morgan Out Island.

Gazing at the waves coming home to break over the reef in front of the new Hilton Hotel at Needham's Point, he hasn't as yet found his ideal wave. The two stars in the film 'Endless Summer' found theirs off the southeast coast of Africa, if I remember from seeing the movie 40 years ago (!). Holger doesn't feel he has to go that far. From what he's seen of the Caribbean so far, it could be right here.



Launching in Petite Martinique

by Susan Payetta

"Launch de boat! Launch de boat!" The crowd was getting anxious.

Many of them had been there on the beach on the tiny Grenadine island of Petite Martinique since 9:00AM. It was now late afternoon and there were still a few feet of sand between the boat and the shore. They had already listened to the speeches from various dignitaries, including the Prime Minister of Grenada, of which "PM" and Carriacou are part. (The P.M. was on PM in the PM.) Film crews had abandoned their tripods, now gloriously employed to hold the boatowner's bottle of Guinness.

One last heave and the crowd gave a loud cheer, followed by a collective sigh as the bow embedded itself firmly into the shoreline, the stern still on land. This was a heavy boat for a 40-footer and the method of launching her was a bit unusual too, at least by local standards.

We had arrived a bit late, sailing the Spencer 44 *Yellowbird* upwind from Carriacou's Tyrrel Bay to Petite Martinique that morning, Sunday, January 13th. I was disappointed, thinking we had missed the cutting down. It's a real delight to see all those strong West Indian men wielding large axes slashing at the supports in unison until a vessel gently rests on her side, but since this boat's keel was already attached and loaded with 3,500 pounds of lead, they chose to roll the boat to the water while still in her cradle, which explains why it was taking so long.

The rollers themselves were a bit too small for the job and, since they were soft galvanized pipes, they were flattening under the excessive load. Though not his first choice, the builder was forced to use whatever was available — that's the nature of boatbuilding in this neck of the woods. And he will learn from the experience and it will be better next time. "Lucky" Jeff gets a Mulligan.

Jeff Stevens is captain of *Jambalaya*, a 65-foot Carriacou-built wooden schooner that plies the Grenadines on charter, a breathtaking sight under full sail, postcard perfect. He had this new sloop built to take smaller groups of guests out on day charter, but it was not meant to be. Before the vessel was completed he had received a purchase offer. Now all he had to do to close the deal was get her rigged and ready to race in the Port Louis Grenada Sailing Festival at the end of January. Then he could start the whole thing over again and build the next boat. But first there was the troubling matter of a little sand.



Above: *Afloat at last!*



Left: *Local cargo vessel* Adelaide *pulling* Savvy *into the sea*

Magic was first up. Her day job is school bus, taking children from PM to Carriacou and back, but she wasn't strong enough to pull the sloop out to sea. Next up was the *Adelaide*, a big cargo vessel that carries all sorts of freight to and from Grenada. She was up for the job, but the line let go on the first try, giving us time to move *Yellowbird* out of the way. Another bit of fiddling with lines from speedboat to cargo ship and suddenly *Savvy* was afloat. Raucous cheering was immediately followed by a hasty retreat of the spectators boarding the last ferry returning to Carriacou, satisfied that they got what they came for.

Boatbuilding on Carriacou and Petite Martinique is still a way of life for a handful of families that have been doing this work for generations. The youth aren't as interested in this skill as much as the old folks would like. "Dem young fellas just wanna lime around," I hear many of the old craftsmen complain. It's hard work and can be tedious, doesn't pay as well as construction and there are no tips from tourists. There are many idle days when they can't get the material they need, or sometimes just because it's raining and they haven't proper shelter. Simple things with seemingly simple solutions.

It's a rare sight to see politicians, police and the press at a launching. It's usually a priest, a bloody chicken and a bottle of rum. But boatbuilding is enjoying a resurgence, thanks in part to people like Jeff, and the powers-that-be are starting to take notice. Young men can take pride in building a boat, something rare in these days of mass production, and the old men are delighted when they can get a commission to keep their boys working and pass on their experience and knowledge.

Baldwin DeRoche has been building boats since he was a boy and talks articulately about his craft. Next time he'll use stronger rollers, maybe bigger. They were lucky to get the lead they needed, it has been a scarce commodity and it's much better than the alternative, a hull full of stones that can shift dangerously. Handling the lead is risky business, too. The last launching in Carriacou was delayed while the owners slowly collected old batteries to melt down for the lead content. There's recycling for you! Too bad we can't reuse all those aluminum beer cans to make a mast.

And when the next vessel is launched I'll be sure to be on time, just in case they can't get lead for the ballast and go back to cutting her down.

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Frolic:
Gaiety, a prank, merrymaking; gambol: to leap, to frisk in sport

by Ellen Sanpere

She was built in 1965, one of 12 fiberglass training vessels for the US Naval Academy midshipmen in Annapolis, Maryland. She replaced a nearly identical but engineless mahogany yawl of the same name. Hundreds of midshipmen, ten or 12 at a time, cruised and raced her sturdy blue hull while practicing command and control at sea. The Luders 44 yawl *Frolic*, NA-5, was transferred in 1987 to the US Coast Guard Academy, painted white and renamed *Kittiwake*.

The government of the Virgin Islands bought her in 1994, but had no resources to restore her after Hurricane Lenny washed her ashore in November, 1999. When the VI government auctioned her in July 2006, there were no bidders. It seemed as though she would end her life as a hurricane victim in St. Croix, USVI. Her hull was a living reef, her decks soft, her interior a termite banquet. Her hull was covered by oysters, a sharp line on her bulkhead marked where the waters of Salt River lay for nearly seven years, and who knew in what condition her rigging, sails, engine and cushions would be?



HAYES / MCCANTS



Before. These photos taken in October 2006 at the Christiansted boardwalk show that Frolic's *interior and exterior… um, needed a little work*

Joe McCants grew up on St. Simons Island, Georgia, and had rebuilt several wooden and fiberglass boats in the past: *Aleria*, a John Alden sloop damaged by Hurricane Lenny; *Hobo*, a John Hammond 44-foot sloop; *Ghost Dancer*, a Hunter 30, and others. He also has a horse farm near the Rio San Juan in the Dominican Republic, that is now for sale. "Yawls are still new to me," he says.

—Continued on next page

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Joe sailed *Vigilant*, a Luders 44, on the Chesapeake Bay in 1982, and knew he'd like to have a Navy yawl someday. *Vigilant*, NA-12, and *Alert*, NA-2, had retired from Academy duty and were in use at the Navy Sailing Club in Patuxent, Maryland. Closer to Joe's home, *Resolute*, NA-3, (renamed *Osprey* when transferred to the Coast Guard Academy), is now owned by Lee and Larry Best of St. John, USVI, and has visited St. Croix often. When Joe saw *Frolic* at a Department of Planning & Natural Resources mooring after the unsuccessful auction, he could tell that 1) the Luders lines were as beautiful as he'd remembered, and 2) immediate action was needed or his dream would sink before the next auction, in October. A rented pump kept her afloat until Joe submitted the only bid.

A good friend of the late artist Gabby Hayes, Joe introduced Gabby's widow, Diane Given Hayes, to sailing. She had lived and worked within sight of the harbor since 1987, and had loved childhood camping vacations in her native California. After coming to St. Croix on a ten-day vacation trip from which she never returned, Diane worked as a commercial artist, doing ad design for newspapers and at Caribbean Printing. For extra income, she waitressed. After Gabby's death, in 2003, Diane helped restore *Ghost Dancer*, then moved aboard with Joe. Living aboard a 30-foot sloop was not too different from camping. They knew they could restore the graceful 44-foot yawl. Having a tiny mizzen would keep the boat head to wind at their mooring.

Diane and Gabby were full-time painters after Hurricane Hugo destroyed many of the island's homes and offices and much of its artwork. They sold many of their paintings through displays at Baggy's Too, a popular restaurant in Gallows Bay, where Diane worked as a waitress. "He taught me patience," Diane says, an especially important skill when working in watercolors, where "you have to save the white space for last." Living on a boat, however, meant she had to limit the size of her works to 11"x15". Her desire to make larger paintings was satisfied in part by commissions for murals. Her most visible murals are in several St. Croix restaurants: Golden Rail, Styxx, Shenanigan's and Smuggler's Cove boast large, colorful, ocean-oriented acrylic pieces. The public murals have led to private commissions in acrylic and smaller watercolors. With Joe aboard *Ghost Dancer*, she sailed to Venezuela, where they explored islands and inland, including a rare visit with the Yanomami Indians near Rio San Carlos in southern Venezuela. She is eager to see more of the Caribbean islands and their people.



SAN PERE

After. Joe and Diane are rightly proud of their beautifully transformed 'plastic classic'

Frolic's recovery began in October 2006, with a tow to the Christiansted boardwalk, where multiple layers of paint were power-washed away into many five-gallon pails. During a month hauled out at St. Croix Marine, Joe hammered off the oysters and replaced the boat's engine and propeller shaft. At her mooring in the harbor, Joe and Diane continued the work and moved aboard as soon as they could after selling *Ghost Dancer*. They were pleased to find the hull and spars were sound, the lights worked and that 17 sails, cushions for the nine bunks, and an awning had been stored ashore and were in good condition. The heavy bronze portlights were watertight. *Frolic* now has new rigging, new non-skid on her new decks, and a new electrical panel. New wood, including a native mahogany table, replaced termite-damaged furnishings. Joe has serviced and reinstalled seven of the 15 winches. Still on the list: roller furling and topsides paint. The bunks amidships will be converted to a dinette and settee. When the hull is painted, blue, the name on the transom will return to *Frolic*.

While Diane worked at the Paradise Café last summer, she noticed when the space above Judith King's Yellow House Gallery became available and seized the opportunity to have a studio of her own. Named after the warning sign on its ancient stairway, the Watch Your Step Studio's grand opening was during November 2007's Art Thursday. "I like the light, there's a cooling breeze, and I can do larger paintings," she says. "The studio has a bathroom with a shower! You know how important that can be to a cruiser, especially one with a cockpit shower, during the winter." A mural on one wall portrays the adjacent wall's bare stone and brick as a bougainvillea-framed ruin, beyond which one could almost step into Trunk Bay. Bright red shutters hang on windows overlooking Queen Cross Street.

When the work on *Frolic* is finished, Joe and Diane will cruise the Caribbean for two to three years, then look for their next project. For Diane, that might be learning about oil painting, where the white is painted on last. For Joe, it might be another yacht restoration — or not.

Postscript: A major overhaul of Vigilant *has also been done, and she participated in the Annapolis Sail Boat Show in October 2007.*

The US Naval Sailing Association has been given permission to raise money and find a home for Intrepid, *a sister ship of* Frolic. *She is currently on the hard in Annapolis, about to be disposed of if USNSA cannot find the resources to keep her. For more information contact Bob Howe at usnsa@usna.edu.*



Macareo Meander

by Devi Sharp

It is nice to feel welcome in a new anchorage, and the local Chamber of Commerce is on hand to welcome us to Pelican Island on the Macareo River, one of the main tributaries in Venezuela's Orinoco Delta. Nine brown pelicans are lined up on a partially submerged log behind the island and wait until our anchors are set to fly off, leaving us to ponder the fact that we had "broken suction" from Chaguaramas, Trinidad, and now floated in the fresh water of the Macareo River.

As we enjoy our first sundowner, we watch and photograph Scarlet Ibis, Brown Pelicans, Snowy Egrets and Little Blue Herons landing and roosting on the island. The Scarlet Ibises look like Christmas decorations on the mangrove islands.

We sleep with new wonderful jungle noises and wake to howler monkeys calling nearby. I think I hear barnacles on the hull giving their last breath as they die in the fresh water.

We are four boats: *Arctic Tern, Asseance, Camille* and *Good Time Charlie*. I have named our fleet the Macareo Meander. Bob on *Good Time Charlie* has been up this river twice before and we listen to his advice to "sneak" by the first village, Barra Macareo Cosaria, so we do not get stripped of all of our trade goods at this village of about 300 people. We don't manage to actually sneak past, but we decline to trade and tell them that we will be back in a few weeks.

The river is broad, about half a mile across, and silty. We minimize the one- to three-knot current by staying close to the shore and on the insides of bends. The bird-watching is better near the shore, and that makes me happy. We pass a few houses and three canoes come to greet us and ask us for "*cambio*," the word used for trade. Blue and Yellow Macaws are flying over the house platform. We trade T-shirts and shampoo for a few small baskets and beaded necklaces.

—*Continued on next page*



Good Time Charlie *has been up this river twice before*



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—*Continued from previous page*

By the end of the day we pass another settlement and, to our great surprise, a pink sun hat is a hit. More beaded necklaces are offered and traded for toothbrushes and toothpaste, more T-shirts, magazines, fish hooks and D-cell batteries. Several boating magazines and newspapers have just increased their circulation. *National Geographic* magazines are popular — everyone loves to look at the photos of animals and other people.



The people living on Macareo River are Wareo Indians and are called the "Canoe People." That is an apt name. The Wareo houses are platforms built only a few feet above the river. Hammocks, baskets and bags hang from the structure and hold the possessions of the occupants. Most of the house platforms have no walls. The canoes are hollowed-out logs and it is hard not to notice that some are very leaky. In many respects the Wareo live as they have for centuries, but change is coming fast.

Bob provides us with a sense of what has changed since his last visit three years ago. Several of the settlements now have some buildings with tin roofs and there are many more outboard motors. The larger settlements also have generators. The government has provided the generators and outboards, but the Wareo need to find cash to buy the gas and oil. We are witnessing a profound change in this culture as they move into the cash economy.

At several of the settlements we are asked for flour and sugar since these food commodities are very scarce. We are surprised that there is some interest in non-traditional foods — more than we were led to believe from the notes from previous cruisers. This is more evidence of change.

The traditional foods come from the river and the land. Palm trees provide hearts of palm, *moriche* (a fruit of the palm) and a paste that is made into flour for baking bread. Fish is the main source of protein with the occasional addition of river turkeys (horned screamers), wild boar and caiman. The settlements that have dry land have chickens and pigs. There is little organized gardening because it does not work well in this seasonally inundated environment. Many of the people living in the settlements in the lower 20 miles of the river move upriver in the dry season because the river becomes salty without rain and the constant influx of fresh water.

One morning we invite a young fisherman aboard for a cup of coffee. We show him a *National Geographic* and he recognizes elephants, but not zebras.

—*Continued on next page*



Above: We spent a portion of almost every day, and sometimes whole days, exploring side caños

Left: Scarlet Ibises roosting for the night; the bird-watching is best near the shore



—Continued from previous page
It is hard to know how much of the outside world the Wareo are familiar with — why elephants and not zebras? There are two schools in the first 60 miles and many more settlements. Many of the children do not have the advantage of schooling. At Boca la Pela (also called Barra de Latal) we befriend the schoolteacher and give him a notebook and pencil for each of his 28 students. His primary curriculum is to teach the children to speak "Venezuelan" (Spanish). All along the river children ask for *cuaderno* and *lapiz* (notebook and pencil).

It is comical to see a canoe coming toward us with water rhythmically flying out of it. One boy is paddling and the other is madly bailing. They ask for *libros* (books). Young kids in canoes, whose combined age is about ten, manage their boats almost flawlessly. When they have an out-of-control moment there is much giggling and chatting. We all laugh.

Most of the people we trade with understand and speak Spanish and, since I am the only Spanish speaker in our fleet of cruisers, I do a lot of translating. But, truth be known, this whole trip could be done with minimal Spanish, good skill in charades, and a big smile. We are floating trading posts. The number one request is for *flanelas* (T-shirts) and a very close second is *tela* — fabric for making dresses. Scraps or small pieces will not do. A dress requires at least a yard and a half of cloth, depending on its width, and maybe more for a larger woman.

As we float by a settlement, the experienced traders come dashing out in their canoes and set a course to meet us at our boats. I don't know if the Wareo have learned to approach sailboats carefully and use the side with the fenders, or it is just good boat sense, but they are very careful and polite about approaching us. The old hands at *cambio* bring samples of what they would like to acquire. We see toothbrushes that look worse than the old brush I use for cleaning stainless steel. Toothpaste tubes that have been slit open and the contents carefully scraped out serve as models for their needs. By the end of the trip we have all scoured our lockers for extra toothpaste, toothbrushes, shampoo and bars of soap. We can re-provision in Trinidad.

Trading wears us out and we are happy for an early stop for the evening. We spend a portion of almost every day, and sometimes whole days, exploring side *caños*. These are the side streams and old river channels off of the main river. Some of the *caños* offer a welcome change from the silty water of the main Rio Macareo. Some of the *caños* are deep and open enough to allow us to take the big boats up them. Caño Tucupita has access to the Rio Macareo at both ends, so on our way back down river we follow it and do not retrace our up-the-mainstream route.

We spend three days in this 18-mile stretch of river. One early morning, my husband, Hunter, caught three fish in a side *caño* off of the Caño Tucupita. We later ask some men in a motor canoe if the fish were piranha and they say yes and that piranha are very good to eat. Caño Nabasanuca is very open and deep and we take the big boats up about five miles, where we anchor for a swim and lunch. The bird-watching is excellent and the lack of silt in the tannin-brown water makes for a nice swim.

Hoatzins fascinate all of us. These primitive birds look like something in the chicken or pheasant family that is having a very bad hair day. They have a spiky crest and our signal for them becomes an outstretched hand on top of our heads. Hoatzins eat leaves of the giant arum plant and are found only in swampy or other locations where these grow. The young have a claw on each wing that assists them in climbing around in vegetation, and when disturbed or frightened the young simply drop into the water, swim to safety and climb back into the jungle. The claw and ability to swim are lost as they grow into adults. Although these are shy birds they do not hide well because of falling young and the noise of the adults clambering about the leaves. They appear a bit clumsy, but we find them hard to photograph.

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Wareo houses are platforms built only a few feet above the river



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Towards the end of the three weeks, we are beginning to run low on trade goods and we dig deep into our lockers and our creativity. The little kids often ask for *bombas* and our supply of balloons is low. Hey, we all know the trick of blowing up a latex glove and tying it off and calling it a chicken. We show the kids how to make *bombas de gallo* (rooster balloons). More giggling erupts from the kids.

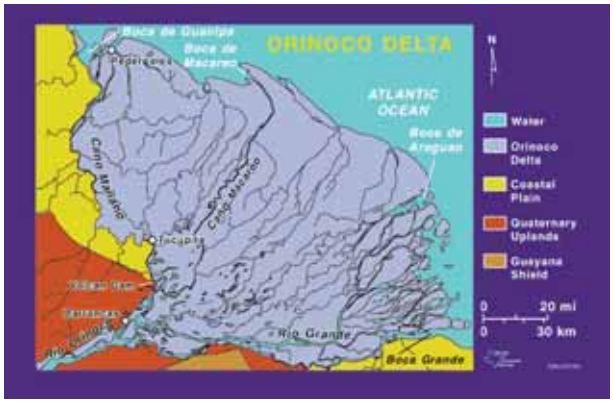
We are very aware that our presence has an impact upon the Wareo. Many needs that they feel are in a large part brought on by the intrusion of modern society. The government has been involved in the villages during the last two years. Tin roofs, generators, outboards, schools, and visiting health workers are changing the expectations of the Wareo. The river, mangroves and forest have sustained them for years, probably centuries, so one could argue that they do not need shampoo and T-shirts, but you can also see that this is a culture involved in the steep part of the change and "development" curve. We try to be mindful of our impact and make a positive impact on the Wareo culture.

During our time on the river we make use of the Rio Macareo navigation package that was put together by other cruisers in 1999 and recently updated. It is now available at the Members Only Maxi Taxi Service office (Jesse James) in Chaguaramas. The text is very useful and accurate and we used the chartlets in the package.

This is not a trip for everyone. Not all bottom paint will remain effective after a prolonged immersion in fresh water. (It would be a shame to ruin that new bottom paint in a few quick weeks on the river.) Most importantly, you need to be self-sufficient. There is no place to re-supply. You are the chandlery, grocery and hardware store. You are also the mechanic and the doctor. Our trip was during the rainy season and there were bugs. We on the four yachts had our "sundowners" and shared meals at mid-day in order to avoid the evening onslaught of mosquitoes. Bob had made his previous trips in the dry season and he said that the overall number of mosquitoes was lower in the dry season. But the upper *caños* and lagoons definitely supported healthy mosquito populations even in the dry season.

I have many wonderful photos and memories of the Rio Macareo — and by the way, the barnacles did die.

Devi and her husband Hunter are currently exploring the Caribbean in their sailboat Arctic Tern.



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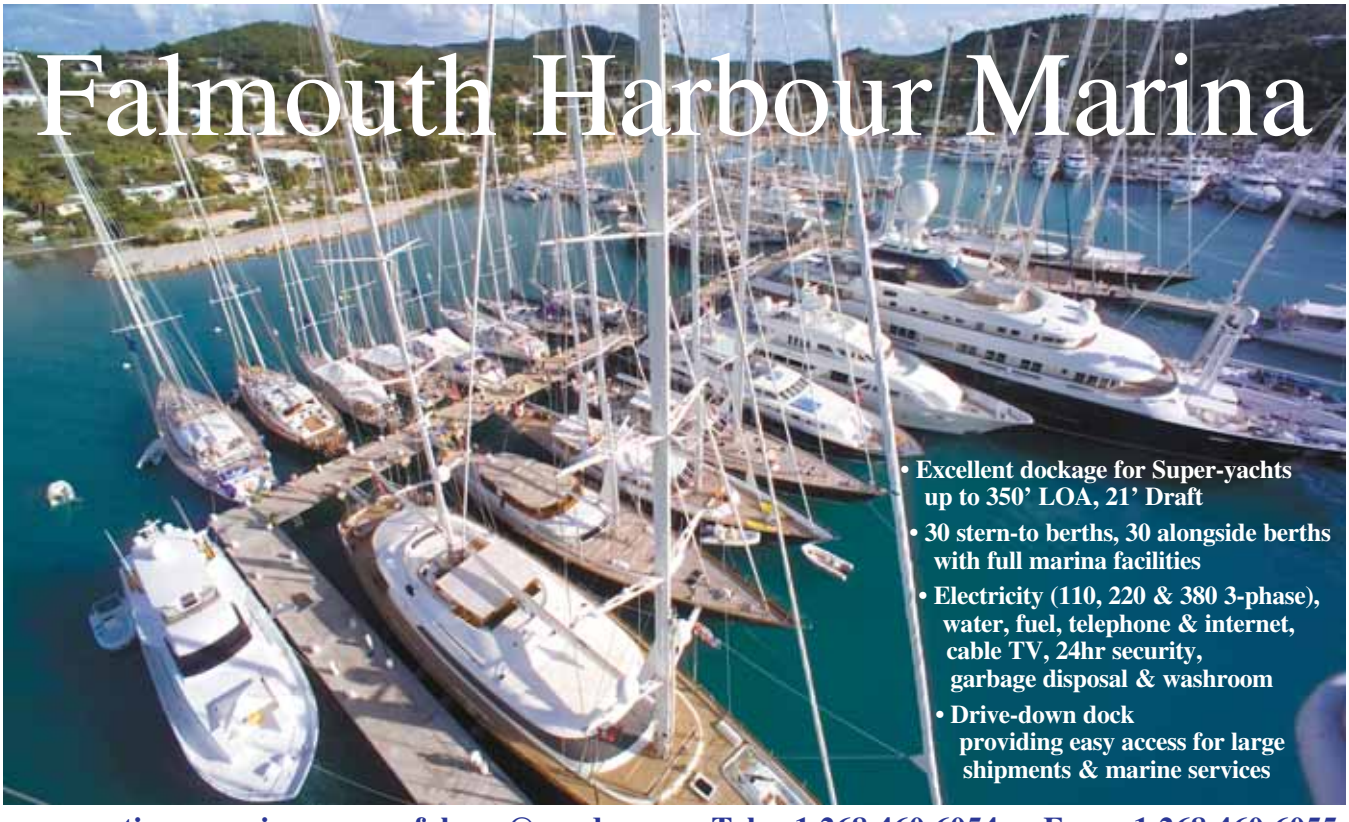
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EXPLORING EAST VIEQUES

by John St. John



I had taken off from Culebra for Vieques to check out a neat bay on the eastern end, a former military practice range where our good US government bombed and strafed from the 1950s until just a few years ago. Bahía Icacos has a tricky entrance between a small island and a coral reef. I pulled in on a Wednesday to a beautiful bay with no one else there. I was walking forward to anchor when a truck pulled up on shore and the uniformed guy got out and kindly explained that they were defusing unexploded ordnance and I was not allowed to anchor there except on the weekends. I motored back out between the reefs and set sail west for Isabella Segunda, the small capital of Vieques. It was a smooth sail with a southeast wind coming over the island holding me just offshore of the extensive reef system.

So, on a weekend, I took off again to visit the bombed end of Vieques, sailing a light east wind the eight miles south across Vieques Sound. As I neared Bahía Icacos, I was disappointed to see not one, but seven large sportfishermen already in the anchorage behind the reef. As I closed with the island, three more big sportfishermen pulled in. Now, I am always one for a party and have raised a fair amount of hell in my time, but few hold a candle to the party power of the Puerto Rican. They can drink and yell and play loud music all night from their big boat stereos and then go to sleep in their ice castles with their generators running all night to keep them cool. Not what I was looking for in the least.

As I sailed into the harbor, I noticed the next bay to the east was empty. Although my chart showed a continuous reef enclosing the bay, with the sun overhead I could clearly see a narrow pass in through the reef. I doused the sails and went for it under power. Just then, a giant plume of cloud lifted up from some boiling cumulus hanging over Vieques, making eyeball navigation way less exact. I had a good picture in my mind from before the cloud, though, and went on in with memory and the depth sounder. Spinning the boat around in a tight circle to smooth the water for a look, I found good bottom in seven feet of water over grass and dropped the plow. There was almost no wind and I saw a big dark spot about 50 yards behind the boat and decided to investigate it later. To the east was a large sheer cliff of layered yellow rock going out into a precipice like a small Rock of Gibraltar.

After lunch of raw onion and cabbage sandwiches with hummus, I rowed ashore to find world-class sand burrs lining the beach. There were also big signs saying "KEEP OUT", with graphic depictions of exploding bombs. I figured that the roads were safe, as I had seen the guards driving on them, so I headed off for a completely illegal survey of the island, walking only on fresh tire tracks.

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There were bomb craters everywhere and no trees of any large size. The landscape here is gently rolling and I noticed port-o-potties everywhere — more than in most public parks. I guess defusing dud bombs can have an adverse effect on the sphincter muscle.

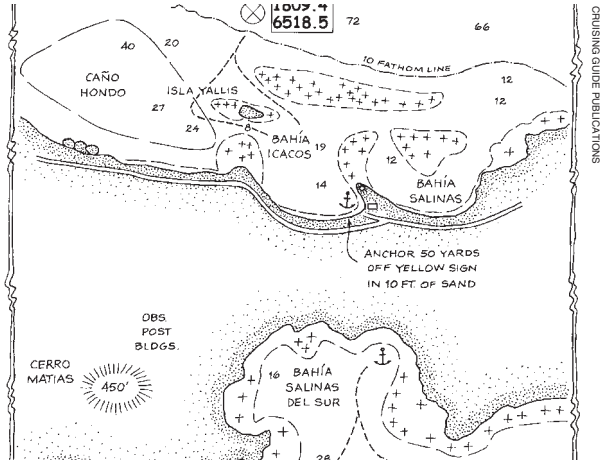
There were plenty of roads running every direction and sharp-edged shrapnel everywhere, including on the roads. As I came around a curve, I discovered three low-sided steel boxes full of bombs and mortars. My determination to stay on the roads was certainly strengthened. I climbed to the top of the yellow cliff to survey the boat, now that the sun had returned, and learned I had anchored just ahead of a small isolated inner reef.

Below left: Peaceful landscapes contrast with the island's former role as a bombing practice site

Right: Searching for solitude, our correspondent found an unusual spot to anchor at Bahía Salinas



GEORGE BLANN



I headed back down into the valley and as I was crossing to the south side of the island, I passed what appeared to be a simulated truck convoy made up of old heavy-construction equipment — bulldozers, road graders, pay loaders, tractors and such. It stretched for a quarter of a mile and had had the literal living ____ (rhymes with skit) shot out of it. Large iron castings were shattered, hard steel-cogged drive wheels three feet in diameter and five inches thick were broken like cheap china, giant diesel engines were smashed and thrown clear of the vehicles and every piece of sheet metal remaining was ripped and perforated with bullet holes of all sizes (Swiss cheese has fewer holes).

On the south shore I climbed a hill where a large Sherman tank had sat for years on a promontory. This had always been a landmark when sailing down the south side of Vieques. The tank was now in the process of being dismantled with a cutting torch, the parts placed in a big pile of scrap. The large air-cooled engine and transmission had been removed, the turret had been cut off, and the gun barrel had been cut up like sausage links. They had started cutting up the body of the tank where the metal was easily one and a half inches thick. Somebody was going through a bunch of tanks of oxygen.

Then it was back across the island by a different route, skirting a large dried-up salt pond with craters of dark blue-green water pocked throughout. I figured they would make great hot-tub mineral baths, but for the exotic metals in the explosives probably lingering in the water.

I headed back towards the boat down the road running beside all of the sportfishermen, and over the hill to my boat's anchorage. Just as I was crossing the last hill, I heard a truck coming up behind me and figured I was screwed — caught trespassing red-handed. And I had been so close to getting away with it! I had always wondered about the big red-and-white lookout tower in the middle of the island on the highest hill, and was looking at the bright side of being arrested by figuring that I would be taken there and at least get to see it.

The guy pulls up beside me and rolls down his window. I say "Hi!" He is a nice-looking Hispanic in a guard uniform. He looks at me with a smile and says in Spanish-accented English, "Stay on the roads!" Apparently the east Vieques mantra! I agreed to do so, saying that I figured if he could drive on them, I could walk on them. And that was that. He drives on and I walk on, still a free man and still always willing to take a chance.

Back to the boat for a swim on my private little reef, just off the stern, where I saw plenty of sea life including large yellowtail worthy of whacking. Then a beautiful sunset with the yellow cliff lit up by the red setting sun and a quiet night with all the sportfish noise and lights downwind behind the hill.

Fair winds, and remember — "Stay on the road!"

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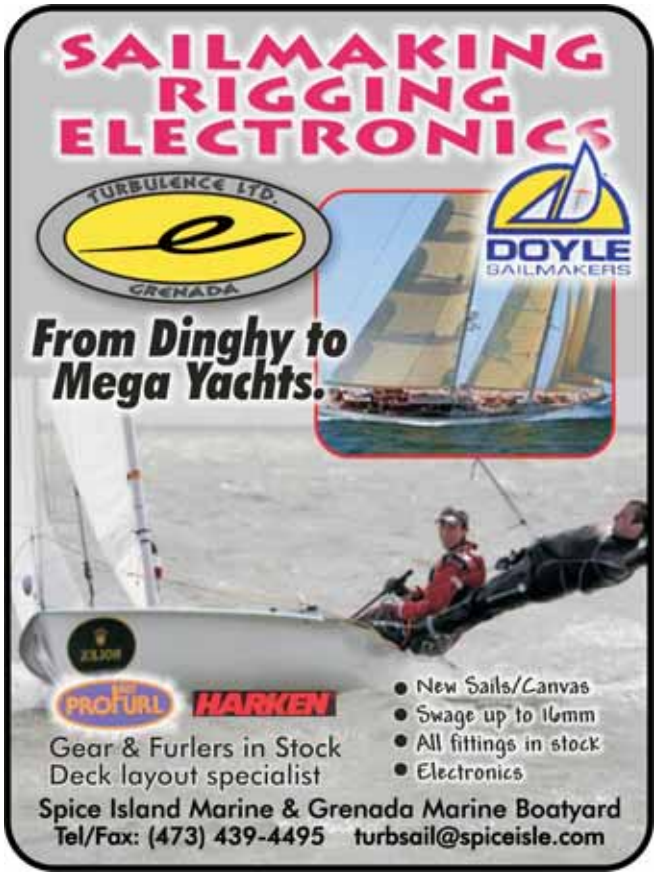
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Chacachacare: A TROPICAL GHOST TOWN

by Jo-Anne Sewlal

Of the 14 islands off the northwestern coast of Trinidad, Chacachacare is the largest and westernmost. Presently, Chacachacare is relatively uninhabited (lighthouse keepers are present), as are most of the other Bocas Islands. Although most of these islands have been inhabited at some time, Chacachacare remains the best known, because of the leper colony placed there in the 1920s.

I first visited the island during a Tropical Island Ecology field trip, as an undergrad. We camped in the abandoned Nun's Quarters at Marine Bay on the north side of the island. I fell in love with the island. What attracted me was that it is a huge ghost town, with eroding roads and abandoned houses in various stages. What events they have seen!

Besides homes, there were once hospitals and quarters for the nuns and doctors that cared for the lepers. There were also Catholic and Anglican churches and a Hindu temple for East Indian patients. There was a jail and a cinema; sadly all that is left of it is some of the equipment. Not much is left of many of the buildings except for their foundations along with some concrete stairs. Don't be surprised to see a solitary set of stairs or a flat pad of concrete when you are walking in the bush.



Chacachacare boasts the only salt pond in Trinidad & Tobago

There are a few cemeteries on the island. Except for the small, well-kept one near the nuns' quarters, they have gotten covered with vegetation and their exact locations are not known.

During World War II, a battalion of US Marines was stationed here and nine barracks were built to house them; three around the convent area in Marine Bay, one at Perruquier Bay in the east, three around the lighthouse, and two above Rust's Bay, also in the east. These sites were given back to the Trinidad & Tobago Government in 1947. Small portions of the buildings remain, as well as some deep-dug and concrete ammunition dumps.

Why was an entire island abandoned? Let me give you a brief history of the island.

The first inhabitants were the Amerindians and evidence of their presence was found in middens at Sanders Bay on the south side. By 1777 there were no more Amerindians and the Spanish had settled on the island and established sea island cotton plantations. You can see remnants of the plantations in clumps of cotton trees along the way from Sanders Bay to Marine Bay. Cotton disappeared as a commercial crop sometime around 1850 and was replaced by whaling, which only lasted for 50 years. However, ruins of the old whaling establishment at Bulmer's Bay on the southwest of the island are still seen today, in particular the rail tracks that were used to pull the whales up on land to extract the meat.

All the while Chacachacare was growing and was once home to 300 people. In 1921 all this changed when the government of Trinidad decided to turn the island into a leper colony and evicted the inhabitants. The island was chosen because of its isolation, decreasing the chance of the lepers spreading the disease. In September 1984, after the introduction of successful treatment by multi-drug therapy, the last of the lepers were sent home.

If you spend a few days on the island you will get the feel of life here during the last century. There is no freshwater source, so former inhabitants depended on the rain. If you are camping or boating, bring your own.

Camping can only be done by permission of the Chaguaramas Development Authority (www.chagdev.com). If you intend to camp in one of the many abandoned buildings, exercise caution as they may be unstable — the roof could come crashing down on you. This caution should be extended to any buildings you plan to explore, as most floors are wooden and parts have decayed after the years. Eventually all the buildings will be taken over by the vegetation and nature will reclaim what was hers.

Because of its once relatively large population, the island had a network of roads. Those inland have become trails, while most of the coastal roads have eroded and fallen into the sea. If you come ashore to explore, you'll see that the trails are paved with asphalt. In some places, where the asphalt has eroded, pieces of coral are visible. Coral was used as gravel when the roads were constructed.

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(This is also seen in such areas in Trinidad as Point Gourde on the northwestern coast.) This is all that is left of these roads. Most of the verges have been taken over by shrubs and short vegetation. The only maintained road leads to the lighthouse, which is functioning.


CONNELLY-LYNN

Above: What attracted me was that it is a huge ghost town…

Below: Except for the small, well-kept one near the nuns' quarters, the cemeteries are covered with vegetation


SEWLAL

One road takes you past a natural wonder of the island: the salt pond. Many of the smaller islands in the Lesser Antilles, such as St. Kitts and Anguilla, have numerous salt ponds; however, this is the only place you will find one in Trinidad & Tobago.

Most of Chacachacare's vegetation is desert-type. There are also vultures, and it is common to see a vulture sitting on a cactus or on old electricity lines, adding to the ghost-town atmosphere. To me, this is part of the fascination of the island.

After hiking, enjoy a swim on one of the beaches. Many are shallow for many metres before ending in a sharp drop, perfect for people who cannot swim or just want to laze in the sea.

So, whether you are a visitor or a local of our shores, if you get the urge to visit a ghost town, why not try our Caribbean version?

GETTING THERE

Sounds good so far? But how do you get to this island?

For locals and land-based visitors, the usual way is by water taxi. This can be expensive, but the larger the group, the lower the cost per person. On my visits to Chacachacare, we have docked at the small jetty at the Nuns' Quarters at Marine Bay and the larger jetty at Sanders Bay.



CRUISING GUIDE PUBLICATIONS

You can also sail to Chacachacare in your own boat. It's about five miles from the yachting centre of Chaguaramas to the island. There are four or five anchorages in Chacachacare Bay.

According to Chris Doyle's *Cruising Guide to Trinidad and Tobago* (third edition): "Chacachacare Bay offers excellent cruising.... The wind tends to blow from either the southeast or the northeast, so one side is often more protected and you have to be prepared for a change in wind direction. The bay is very deep, and when it shelves it does so rapidly. The distance between anchoring depth and aground may be less than 100 feet. Therefore it pays to approach any anchorage cautiously.... Sanders Bay probably offers the best all-round anchorage."

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MUSTIQUE TRAILWAYS

Think Mustique and most people's minds will turn to the rich and famous. However, as the other Grenadine islands get taken over by a land-selling and house-building frenzy, Mustique might soon be better known as one of the least spoilt and most natural of the Grenadine islands; a place where you can hike or bike or wander in peace — through an often wild landscape.

The Mustique Company, which manages the island, is owned by the landowners, who have decided to limit the number of houses outside Lovell Village to 90. By limiting the supply of houses, they have shown that you can not only preserve the environment but do well in real estate. House prices there are not in millions of dollars, but in tens of millions of dollars.



You can start from the anchorage at Britannia Bay and walk to beautiful, undeveloped places

Luckily, yachting visitors are welcome to wander the roads and use the trails, a welcome difference from some newer and brasher developments that use "keep out" signs and guardhouses to stop you getting anywhere on the property.

Yachtspeople would do well to suppress any groupie tendencies that might incline them to search for the rich and famous and instead take advantage of some the great trails in the conservation areas. The wonderful thing is that you can start right from the anchorage at Britannia Bay and walk to beautiful, undeveloped places. The following will help you find your way.

The Salt Pond Trail (45 minutes to an hour)

Our first exploration led us southward along the shore. We soon left the spanking new road and found ourselves on a coastal pathway with palms and beach. There comes a point at which the salt pond almost touches the beach. Here we found ourselves on the salt pond trail, which goes right round the lagoon. A side trail leads to a cute observation blind with seats and windows, where you can hang out with binoculars and identify any birds. (We did not have our binoculars, but we saw a fine gecko inside on the ceiling.)

The path emerges in Lagoon Bay with a perfect swimming beach. We continued east along Lagoon Bay to the roadway where the trail starts again round the east and north side of the pond. Way back through the mangroves you catch glimpses of the Mustico work buildings. This helped with orientation on our next day's walk. A clearing allowed us to see sandpipers and a whimbrel. They have several signs on trees so you can add black, white, and button mangrove to the red mangrove you probably already know.

East Coast Hike (three to three and half hours).

The next morning we set out on a more ambitious hike that would cover the southern and wildest third of the island. We left the boat at 0715 hours, and would not have wanted to start out later as, by the time we got back, the day was getting hot.

The first part was on road; it was shady and cool, and we saw our first red-legged tortoise of the day ambling along the roadside. We followed the road south back towards Lagoon Bay, but this time stayed on the road rather than following the beach, which meant going one block east.

After 20 minutes or so, there comes a point as you get close to the salt pond, where you see first a works driveway on your right, and the road down to Lagoon Bay. At this point the road goes uphill and has two gateposts in either side — uphill past the posts is the way to go. If you stay on the main road, it is hard to go wrong until you come to a sharp left turn. On the corner of this turn is a concrete shed and a cattle grid goes across the road. Turn left here. If you fail to do this, you will come to Obsidian House; an indication you have missed it.

It is uphill again, but early in the morning, it is shady and cool. You come to a big house on your right. Here you have a choice of roads: take the less obvious right fork, which is a dirt road. This leads to Obsidian Bay where there is a sign that says "conservation area." It took us about 45 minutes to walk to this point, including time for getting lost and taking plenty of photos.

From here we followed the remains of an old road over to the east coast and headed north along the trail. It is very wild and beautiful, with hundreds of barrel cactus and small plants bent to the wind. Tortoises became so commonplace that we stopped photographing them.

The trail is poorly marked and we went astray several times, but often we could see a bit of trail ahead and figured out how to rejoin it. We followed a false trail right down to the coast close by Wilks Island and had to cut back inland to get back on the real thing.

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—Continued from previous page

At the headland just before Pasture Bay, we failed to find a coastal path over the headland (if there is one), and found ourselves instead climbing a well-made path back to the road. We were happy about this, because just as we saw the road, we also saw another trail that led back down to a roofed seating shelter with a perfect view of Pasture Bay.

An excellent shady trail led us from this shelter down to the beach. We had now been walking two and a half hours, and my original plan was to continue along the beach and over the headland to Macaroni Bay, which is great for swimming. (You



cannot swim in Pasture Bay as the currents are too strong.) But even at this time of the morning, the sun was heating up and we decided instead to head west on the shady roads over the center of the island back to Britannia Bay. We were back in time to buy Maranne's Ice Cream at the coffee shop.

There are other trails in the northeast of Mustique that I have not explored, but they are on my "to do" list.

Below: The red-legged tortoise is Mustique's unofficial mascot



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Bad Luck in a Great Place

Part One

By Ralph Trout

Every sailor caters to good luck by keeping all boat systems in good condition and the radio and cell phone charged and ready. We all should practice safety by wearing harnesses when out on deck and having life jackets and fire extinguishers at the ready. Also it is for good reason that friends should know our itinerary when making passages, should we go lost.

But what if bad luck hits, something happens at sea or ashore, and no one knows where we are? If medical assistance is required, do you know a doctor? Will insurance help?





Above: Folks like Tanty Elsie are a major reason why I fell in love with Trinidad

Left: Calypso King of the World, the Mighty Sparrow, at the Mas Camp Pub in Port of Spain during last year's Carnival

There are times when bad luck can actually be good. Better the halyard sticks going up rather than coming down. Better the engine doesn't start when you're anchored at a crowded harbor with mechanics available.

I never believed in insurance. My *Sea Cow* is unsinkable, as my many instances of negligence have proven. Life insurance is another 'sure' bad bet, as no one benefits from their own policy, but it makes life easier for a surviving few. Then there's health insurance. Who can afford that? Would it really put me in good hands when I needed them?

Then there are friends. Having good friends has been my best insurance. This isn't really about insurance or accidents, but about Trinidad, a very good place to find friends.

My serious bad luck started with Hurricane Lenny in 1999. The old *Sea Cow* took severe licks hooked behind the not-so-protective Sandy Island of Carriacou. After weathering the reverse seas I needed a proper boatyard. Tyrell Bay didn't really seem to have an operating one then, St. David's in Grenada was too remote, and at that time Spice Island was too cramped. I turned south for Chaguaramas and IMS (Industrial Marine Services).

As perhaps a premonition, the *Sea Cow* stalled entering the Bocas. Its Perkins had only cut out once before, from water in the fuel. Not knowing the tides and currents, I frantically bled the injectors, sent flares as fishing vessels passed, and called the Coasties. All I got was nauseous. Then she started as if of her own mind.

Sea Cow was on the hard at IMS the same day. That was the seventh of December and every mechanical and cosmetic repair was completed in just ten days. It was the holiday season and I didn't know anyone in Trinidad. As soon as a new zinc came for my prop shaft, I planned to head back to buddies in Prickly Bay, Grenada, and then on to Old Year's Night at Basil's Bar in Mustique.

It was late afternoon on Saturday, one week before Christmas. I rented a ten-year old Nissan Sentra for the weekend to tour around Trinidad. It was a dusky five in the afternoon and Western Main Road was empty as I turned into Tropical Marine.

I awakened in Port of Spain Hospital. I didn't know what happened. I didn't know that Trini drivers are great at overtaking cars making signaled turns. My right shoulder was dislocated. A later look showed the Sentra had saved my life. The seat belt did its job better than my shoulder. If I had literally been two seconds further into the turn it would have been gonzo for Ralph.

I was stretchered on the hospital floor, a spotless floor. After the nurse told me I'd been in an auto accident, I explained I was seemingly in shock as I had no pain, but it would come. She returned with a syringe of Darvon and I joked that that was for women's monthlies. It was then that nurse put my life at that moment in perfect perspective. "Sir, you are in the Third World. You will take what I give you."

Being a tourist, I expect I got preferential treatment and within an hour I had X-rays and then was wheeled to a room with two doctors, a man and a woman. The man explained my right arm had serious problems and repair would require a specialist. They then set my shoulder and sent me on my way. Absolutely no charge! Socialized health care got my immediate vote.

Then I realized all of my papers were in my rucksack stowed in the trunk of the now smashed rental car. All my engine oil, filters, and spares were also in there. Oh well, that all could be sorted out — the least of my worries.

—Continued on next page

—Continued from previous page

After a painful, restless night I went to Sinclair Private Nursing Facility and the doctor there said nothing could be done to repair the damaged tendons holding the shoulder joint together. I did get a better pain prescription.

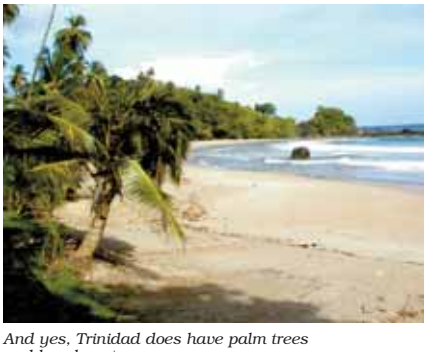
The following evening, the police from the Carenage Station requested I make a formal statement as to what I remembered about the accident. I walked with my right arm in a sling to and from that police station after dark without any hassles. That probably wouldn't happen in today's Trinidad. The father of the young driver who hit me was also there and said the accident was my fault since as a foreigner I had no right to be on Trinidad roads.

Liability started to raise its head. The rental car sat, bent and irreparable, at the station's gate. Then the car rental company actually tore up my credit card slip so I didn't owe them anything.

I tried to move the light aluminum ladder resting alongside the *Cow* and pulled my shoulder out of joint. In a grimacing maneuver *à la* Mel Gibson in *Lethal Weapon 1*, I pushed it back into place against my boat. I knew with certainty that unless my shoulder got some magic, my boating days were finished and life as I knew it would change dramatically. If I couldn't hold a ladder, I couldn't reel in a fish, pull an anchor, or lift a dive tank.

I didn't know a doctor anywhere, in the islands or stateside. My shoulder needed specialized attention, yet that was probably not affordable.

Then came the friends. I returned to Tropical Marine and re-met Mike Lancer, the man I was told had pulled me from the wreck. We had previously played some pool at Tropical's Wheelhouse Saloon along with his brother Mark, and fellow fisherman Derick. Another cruiser at the dock had my rucksack and told me who was holding my box of parts and oil. Everything was returned with smiles of pleasure that I had actually survived the accident.



And yes, Trinidad does have palm trees and beaches, too...

Again, the Caribbean's rule of, "It's not who you know, but who you drink with" came into action. While sucking down some libations, Mike Lancer's father, John, the owner of Tropical Marine, put me on to Trinidad's foremost orthopedic surgeon, Dr. Louisang, who was also an avid fisherman. The Doctor said he could bring back my arm, but it would take an operation and at least three months of recuperation.

It worked, with no scar. Three months went on to five before my shoulder tendons were healed enough that the screw implanted in my shoulder could be removed.

The doctor laughed when I said I wanted the screw. "Probably so cheap a yachtie you're going to reuse it on your boat," he said. "No," I told him. "As I've never married, this is the most expensive screw of my life!"

Actually my total Trinidad physical repairs, with apartment rental, came to less than US$3,000! My arm was almost as good as new. The *Cow* would sail again!

In those five months I fell in love with Trinidad. For good reasons, I had to rent an apartment away from the toxic boatyard environment. Maxi drivers would drop their 'hire' sign and take me directly to my doctor's office. I tried to walk everywhere and met with no problems. No one tried to take advantage of my condition. I became a regular at Jenny's Wok Friday limes and Smokey and Bunty's, and knew every one of the many green spaces Port of Spain has to offer. The Savannah, with the more-than-adequate zoo, botanical gardens, art and history museum, coconut water, and shark-and-bakes, occupied many afternoons. Once my arm healed, I rented cars and headed to the end of every road on the island as none go all the way round Trinidad.

Through another quirk of fate, I got referred to probably the only Trinidad attorney who would handle my accident/insurance claim on contingency. Those tall buildings in Port of Spain weren't built because insurance companies easily pay claims. I won the case after two and a half years. (But to get the settlement in arbitration I have to return for court sessions twice a year, for four years so far!)

Next month: In Trinidad today.

If the desert island castaway had been able to send this by Quikpak...



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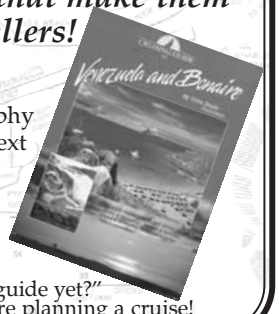
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MERIDIAN PASSAGE OF THE MOON

FEBRUARY & MARCH 2008

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!

February 2008

DATE	TIME	
1	0723	
2	0814	
3	0907	
4	1000	
5	1053	
6	1153	(new)
7	1232	
8	1320	
9	1406	
10	1453	
11	1541	
12	1632	
13	1737	
14	1825	
15	1927	
16	2029	
17	2130	
18	2226	
19	2319	
20	0000	(full)
21	2342	
22	0000	
23	0007	
24	0057	
25	0135	
26	0217	
27	0259	
28	0342	
29	0427	

March 2008

DATE	TIME	
1	0656	
2	0748	
3	0841	
4	0932	
5	1022	
6	1110	
7	1158	(new)
8	1246	
9	1335	
10	1426	
11	1521	
12	1620	
13	1721	
14	1823	
15	1924	
16	2021	
17	2123	
18	2202	
19	2247	
20	2330	
21	0000	(full)
22	0012	
23	0054	
24	0136	
25	0221	
26	0307	
27	0356	
28	0447	
29	0539	
30	0630	
31	0721	

IT'S A Small WORLD

by Renee Petrillo

My husband and I have been sailing on our 37-foot catamaran, *Jacumba*, for one year now, which leads to a little introspection.

One reason I wanted to become a cruiser was to experience the camaraderie of other boaters, something I had read so much about. I'm a native New Yorker and had gotten used to the anonymity that came with living there. I wanted to make friends when I moved to Arizona but in 13 years, the only thing I learned about my neighbors was what kind of car they drove. That's all I ever saw of them, quietly slipping into and out of their garages. After more than a decade, I still knew no one outside my work circle.

So when my husband and I decided it was time for a break from the usual and bought a boat, I had great expectations of being drawn into a tight-knit community. We had a strong desire to establish connections that could only be created between people experiencing similar adversities and adventures.

After one year out on the seas, I can happily say that I have not been disappointed. When money was tight, boaters brought us leftovers and gave us canned goods they knew they'd never eat. When we had a close call during a "rage" in the Bahamas and questioned our right to be out here in this dangerous place, cruisers rallied, lifting our spirits and guaranteeing us that our confidence and skill would only grow if we persevered. When we were hemming and hawing about where we should spend hurricane season and getting the cold feet that lots of other boaters get, in Georgetown, Bahamas (also called "chicken harbor" for that very reason), pals on a trawler pushed us to head south, a decision we've never regretted.

What's been really interesting though, is how often we see the same boats over and over. Or how we meet other cruisers simply through relationships we already have. A typical example of this happened to us recently. While in Little Harbour, Bahamas, we met a couple on *Fine Line*. Although we were in the anchorage together only a short time, we continued to e-mail and read each other's blogs in order to keep tabs on each other's whereabouts.

While we were in the British Virgin Islands, Anne on *Fine Line* told us to look out for friends of theirs on *Appleseeds*, Eileen and Peter. During an overnight motorsail to St. Martin, we heard *Appleseeds* being hailed on the VHF and were pleased to discover that they too were on their way to Marigot. We sought them out after a couple of days and introduced ourselves and talked about our connection. We told them where we had been and they wondered if we had crossed paths with *Merengue*. *Merengue*?! We love those guys! So now we had something else in common.

We were then generously invited to meet up with them and other boaters who were trying to catch a bus to Philipsburg and watch a parade. While we were waiting at the dock, we saw another couple that looked familiar and realized that we had helped them when their dinghy engine conked out in Salinas, Puerto Rico. What were the chances? Turned out they were part of the crowd going to the parade, so now we were going to get to know them better. Folks from two other boats rounded out the troop and we had a new group of friends with whom we could explore and share stories.



Just one year out, we have a group of new friends with whom we can explore and share stories. We love these guys!

What's truly wonderful is that no matter what we do for each other — dinghy tows, boat repairs, assistance during a drag — no one expects anything in return other than that we help someone else in the future.

I've met more people in a year of sailing than I have in my past 42 years on land. I've had my faith in humankind renewed over and over again. And you can't deny that the "six degrees of separation" appears to be a true phenomenon, at least in the world of cruising, although I haven't seen Kevin Bacon out here yet.

—Continued from page 15 ...Regatta News

The BVI Spring Regatta is another huge event with plenty of Heineken in evidence. This year, the dates for this regatta are April 3rd through 6th.

The legendary Antigua Sailing Week (April 27th through May 3rd, 2008) also has Heineken as a sponsor, as does the Puerto Rico Heineken Regatta. Somewhat smaller events, such as the Bequia Easter Regatta (*see ad on page 14*), also enjoy Heineken sponsorship. And the Aruba Heineken Regatta, which has been going on for 18 years, continues to push the envelope in catamaran racing. This year, their regatta will be held on November 13th through 21st.

Over the years, many of these regattas have changed from small local races to large international sailing events, resulting in visitor investment in many of the Caribbean islands' economies.

Next Budget Marine Commodore's Cup, St. Maarten

Last year was the first year that the Budget Marine Commodore's Cup (BMCC) was added to the St. Maarten Heineken Regatta. It was a huge success, with 58 entries. It was easily won by the Volvo 70 *ABN AMRO* who shocked everyone with her speed as well as the sailing abilities of her crew. The rest of the fleet enjoyed tight racing with close results.

Budget Marine is pleased to be the title sponsor of this added day and invites all eligible to participate this year on Thursday, March 6th, the day before the start of the St. Maarten Heineken Regatta, creating an extra day of racing for the spinnaker classes.

The difference in the extra day lies in the courses. The usual format at the regatta is for courses raced along the coast to a destination, or all the way around the island. During the BMCC, the courses will be windward-leeward courses, always much more competitive for the hard-core racers.

To sign up for the Budget Marine Commodore's Cup and the Heineken Regatta visit www.heinekenregatta.com

IRC Splash for Rolex Regatta, St. Thomas, USVI

The Notice of Race and on-line entry forms for this year's regatta (March 28th through 30th) are now available at www.rolexcupregatta.com. (Entries before March 6th avoid a late fee!) The website also has helpful travel information such as lodging options in St. Thomas, and passport and visa needs.

IRC will make a big splash in the Caribbean this year. The International Rolex Regatta joins the Presidente Cup and BVI Spring Regatta in offering IRC and CSA classes. These three events make up the southern circuit of the hotly contested 2008 US-IRC Gulf Stream Series (GSS: www.yachtscoring.com).

John Sweeney, co-director of the International Rolex Regatta claims, "There will be competitive racing under both the IRC and CSA rules. With the addition of IRC for 2008 we are encouraging a larger international fleet. We've had positive feedback from both Stateside and European boats." Dockage for the deeper-draft IRC boats can now be accommodated by the new Yacht Haven Grande in Charlotte Amalie (www.yachthavengrande.com). Sweeney added that the International Rolex Regatta caters not only to the handicapped racing yachts, but also to Beach Cats and one-design sailboats 24 feet and longer — the most popular being the home-grown IC24 fleet, which always has an impressive turnout. "The regatta's popularity is attributable to its professional race management, dependable trade winds and varied and challenging schedule of races, including a mix of round-the-buoys and round-the-islands courses that make for serious competition," said Sweeney.

After racing, beachside social activities blend St. Thomas Yacht Club's island-style hospitality with the outstanding camaraderie that hundreds of participants have come to expect each year.

For information on the regatta, visit www.rolexcupregatta.com or contact Co-Director Bill Canfield at styc@vipowernet.net or phone (340) 775-6320.

For more information on the US-IRC and CSA, visit www.us-irc.org and www.caribbean-sailing.com.

Combined 'Virgin Islands Race Week'

Giving sailors and their families another good reason to put the International Rolex Regatta on their holiday calendar is the opportunity to participate in the inaugural Virgin Islands Race Week, presented by the US Virgin Islands Department of Tourism. VI Race Week bridges the International Rolex Regatta (March 28th through 30th) in St. Thomas, USVI, with the BVI Spring Regatta & Sailing Festival (March 31st through April 6th), hosted out of Tortola and Virgin Gorda, creating a "ten-day holiday" that offers both intense racing and quality family time. Sailors can customize their vacations by mixing and matching hard-core racing, just-for-fun racing, and leisurely cruising with family activities such as shopping and golf outings on St. Thomas. There is no additional fee for entering, and prizes will be awarded to the top overall IRC- and CSA-handicapped yachts competing.

For more information contact Judy at judy@bvispringregatta.org.











FEBRUARY 2008

♈ **ARIES (21 Mar - 20 Apr)**
The month starts with a continuation of the romantic bad weather you slogged through last month. This should last into the third week when the sun will finally break through.

♉ **TAURUS (21 Apr - 21 May)**
The steady winds of romance will continue to fan the flames of your desires until the 18th when they will join your creativity on a downwind course.

♊ **GEMINI (22 May - 21 Jun)**
Although communication may be weak and full of static, your creativity will be strong — especially in Weeks Two and Three when love sails in to give you a hand.

CANCER ♋ (22 Jun - 23 Jul)
The squalls of the last week of December will continue until the 19th. Clearing weather will be a real relief after the rough seas of the last few weeks.

♌ **LEO (24 Jul - 23 Aug)**
It's always something! The contrary currents in creativity and communications you beat against last month will continue until the 19th, when squalls in your love life will take over.

♍ **VIRGO (24 Aug - 23 Sep)**
Business is still in the doldrums, so let your love life put some wind in your sails until the 18th.

♎ **LIBRA (24 Sep - 23 Oct)**
The island of romance will be an unattainable landfall until the 18th when your patience pays off and the winds of change bring success in your creative course.

♏ **SCORPIO (24 Oct - 22 Nov)**
Stay off the radio: whatever you say will have a tendency to come out wrong and throw you off course. But keep your radar on, as your romantic life will be on a collision course after the 18th.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Business is still wishy-washy, so take this time to reinforce relationships with crew or cruising pals before the last week when even your love life takes a dive.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Your sense of humor will assist in giving your business a lift. Good relationships with crew and boat buddies will help until the 18th, so find ways to make these aspects work for you.

♒ **AQUARIUS (21 Jan - 19 Feb)**
The vessel full of creative energy you sailed aboard last month will continue underway until the 19th. Romance will be right off its stern, sailing into your harbor of love. Enjoy.

♓ **PISCES (20 Feb - 20 Mar)**
Business will still be in the doldrums for the first two weeks. Attempts to stimulate some activity will be in vain and may cause counter-currents in the last week, so you might as well douse the sails and relax.

Crossword Solution

ACROSS
5) SEACAT
7) GUMPUS
9) INCH
10) CAT
11) FLAT
12) WRASSE
13) NEEDLE
15) BAND
17) DOLPHIN
18) TANG
20) ALE
21) HERRING
22) KING
23) FLYING
27) ALBACORE
29) JELLY
31) BOATS
32) MINNOW
33) CARP

DOWN
1) GAR
2) MACKEREL
3) PUFFER
4) CUTTLE
6) ANGELFISH
8) SAW
14) DOG
15) BARACUDA
16) EGGS
17) DEVIL
18) TUNA
19) TRIGGER
24) CAPT
25) DRUM
26) BLACK
28) MONK
30) PIPE

Island Poets

Carriacou

My island is a special place,
A spot where I can slow the pace
Of living, and absorb a life
That's free from worries, challenge, strife.
There's nothing here that can invade
The sweet tranquility that's made
From having lots of things to do,
But nothing pressing, and if you
Should choose to spend the hours just gazing
At vistas which are quite amazing,
Enjoy it! It sounds great to me,
Bone idleness with conscience free.
Having a willing friend to hand a
Drink to me on the veranda,
And if I'm hot, why then I cool
Myself down in the hillside pool.
But, if perhaps I feel a surge
Of energy, why I can splurge
And walk the beach, or take a sail
To nearby cays, which never fail
To convince me that heaven is not
As far away as once I thought!
The negatives are there it's true,
And hurricanes have come which blew
The sea into a wild, mad frenzy,
And when it passed, no one would envy
Us the task to clear away
The devastation left, but hey!
Good neighbors come and lend a hand
To clear the debris, grit and sand.
Life can be hard at times it's true,
But I'll spend mine in Carriacou!

— Nan Hatch


CANUTE CALLISTE

Memories of Felix

The lagoon is flat.
Not a ripple, not a whisper.
The gray-green surface
Reflecting the darkening sky.

The sun has retreated,
Sinking in the sea beyond the channel,
As the rest of us wait;
Thirty boats, their crews and the lagoon.

Out of the darkness they come;
At first, a breeze and a drizzle;
Building to twenty knots,
Building to a driving rain.

The gathering gloom thickens,
Twenty builds to thirty-five,
Rain in blinding sheets
Bombarding the empty decks.

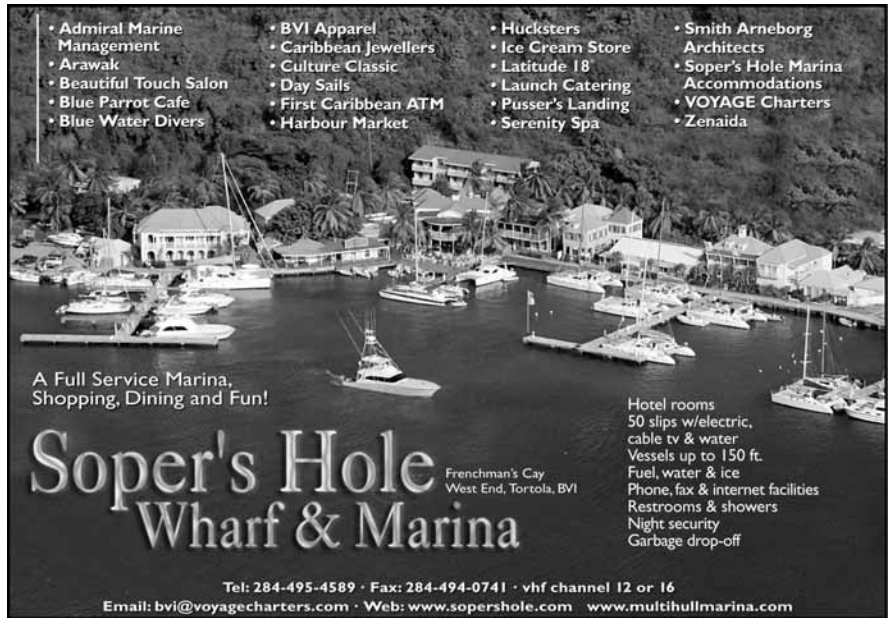
The banshee gusts spring from the dark,
Whipping the lagoon into a froth,
Blending it with the horizontal torrents,
'til the surface seems to disappear.

The boat seems suspended,
Adrift in a malevolent chaos,
Direction is meaningless,
Lost in the enveloping din.

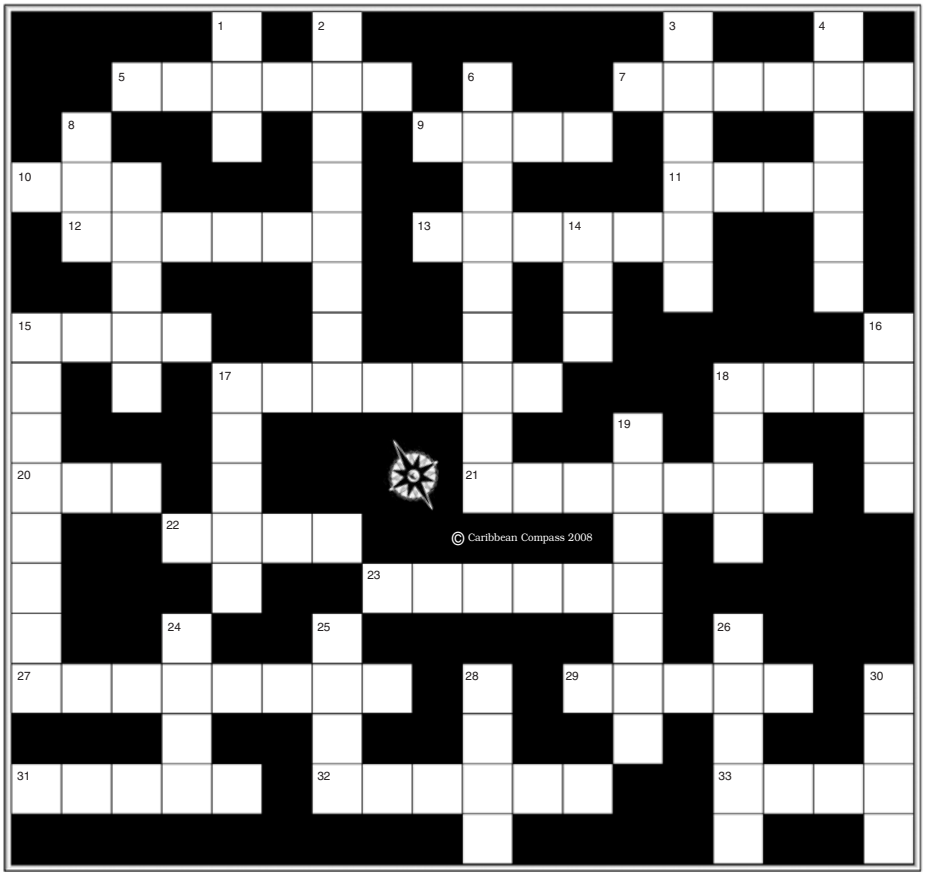
Anchor rode groan, rigging whines,
Hulls dance to a hypnotic song,
Hell's gates open, its fury unleashed.
My soul is frightened and cold.

The new day's dawn pierces the gloom
As the raging storm moves off,
Building its strength, on a westward heading,
To haunt some other sailor's dreams.

— John Rowland



Compass Cruising Crossword



FISHES

ACROSS

5) Caribbean nickname for octopus
7) Fish that allows itself to be caught
9) Unit for measuring fish length
10) A ___fish has whiskers
11) ___ fishes include flounder and sole
12) Blueheaded is a common type of this
13) Shorter 30 Down fish
15) ____ or ribbon fish
17) _____ fish: dorado or mahi-mahi
18) Blue reef fish
20) ___ Wife or Old Wife
21) Northern fish, popularly served marinated
22) West Indian fish with no side bones
23) A _____ fish has "wings"
27) Type of 18 Down
29) A ____fish has no bones
31) Fishermen's vehicles
32) Small bait fish
33) Large Asian ornamental pond fish

DOWN

1) Fish with green bones
2) Smaller version of 22 Across
3) A _____fish inflates itself when fearful
4) Squid bone
6) Large beautiful reef dweller
8) A rare fish related to sharks and rays
14) A _____fish is a type of shark
15) This toothy fish is alternatively spelled barracuda, barracouta, picuda, becuna or _____
16) Some fish are born from ____
17) Another name for 28 Down
18) Popular food fish
19) Large colorful reef fish resembling 6 Down
24) ____ fish: abbreviation for gurnard nickname
25) Grunt fish
26) Color of 15 Across or 25 Down
28) ____fish lives in a monastery?
30) You can't smoke this fish!

— *Solution on page 34*

parlumps marooned





Bela Toon



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Trevor and the Earthquake

by Lee Kessell

"O lors, Ernie, yo shoulda seen de body jump!"

Trevor, who lives in the mountainous island of St. Lucia, was visiting his cousin Ernie over in Barbados by the wild Atlantic coast, just up the ridge from Sweet Bottom. As a special Christmas treat Trevor's parents had packed him off for Christmas and the New Year.

There was so much to do in Barbados, so many wonderful adventures to go on, that at first, Trevor and Ernie had forgotten all about that dreadful earthquake that had struck the Caribbean islands in November. But now, when things had settled down a bit, the two boys had started to tell each other scary stories when they had been sent to bed and the lights were out. Ernie's little sister Nyna could hear them whispering together because her bedroom was right next to theirs and she wished she were a boy and could join in all their adventures. As it was, they wouldn't let her near their room and ran off whenever she tried to join in their games. "It's not fair!" Nyna complained to her mother, Josephina. And as for her father, Solly, he just picked her up, put her on his knee and told her he much preferred his little princess to all the boys in Barbados!

Now, before Trevor got to this spooky part of the story, he had to explain to Ernie all about the funeral. He had to start off with explaining to Ernie how the chapel was built on top of the Morne and then he had to explain that the Morne was right behind the city of Castries.

"Castries surround by hills!" Trevor boasted, "but de Morne is high high much higher dan here. It so high dat two tunnels running under it and you shoulda hear de noise of de cars an trucks gon thrum, thrum as dey wheels hit de concrete."

Ernie could only sigh and hope that one day his parents would send him over to St. Lucia to stay with his big city cousin. Trevor then boasted that of course everyone in St. Lucia had felt the earthquake much more than in Barbados because his island is so mountainous and Barbados is so flat — well, all except for those high hills and cliffs above Sweet Bottom. Trevor didn't know whether he was right saying this about the earthquake and who felt what, but it sounded good and Ernie wouldn't know anyway.

So, there they were, he and his father attending the funeral of a distant uncle in the big, tall chapel on top of the Morne. As usual the coffin was placed in front of the altar and as usual the coffin was open. Trevor took great pains in describing to Ernie how the uncle in the coffin was dressed up in his best dark blue suit.

"He have clean white shirt, stiff collar and black tie about he neck, so tight he mus feel pressure fo so. He even have shoe on and white sock and de shoes polish bright bright. But yo shoulda seen de face! It powder bright orange and de lips bright purple and de eyes closed with copper penny to stop de evil eye from getting yo."

"Ooh, Trevor, wish I does been there!"

"We all look serious, serious an den de chapel begin to shake! 'Oh,' de fella next we shout, 'dis man be strong, strong! He fight like crazy to stop we bury he!' Next ting shaking be worse and every man an woman an chile run out de chapel. I go follow but me fadder grab me shoulda and shout, 'Why you does run? Dis be de house of de Lord! God protect we!'

"And den big big rumble and shaking so bad de chapel walls sway and bend and den de body does start jumping up, trying to get out de coffin and run like all de rest. But me fadder grab hold de body and force it back where it belong and he pray all de time, 'Oh Lord, keep dis brother from hell fire. Take yo servant on high.' There be second big big rumble and crash goes all de ting on de altar, de cross, de chalice, de candles, de book and de pews does dance round and crash over and I does stand frighten so and me fadder hold dat body down with all he strength, calling pon de Lord to protect us poor sinners. More shaking den little little and me fadder straighten he uncle in he coffin, pull he suit proper, straighten de legs, wipe de shoes, pull de necktie tight and make all neat and proper. Then he hold me hand and we find we car and drive home."

By this time, Trevor was so excited that his whisper had turned to a shout and the next thing Uncle Solly had thrown open the door and told them not another word or he would send Trevor back home. Aunt Josephina was huffing in their bedroom down the hall and little sister Nyna was all ears and big eyes in her moonlit room. Trevor and Ernie slunk down in their beds and once Uncle Solly's door closed with a thud, Ernie lent over to Trevor, touched him on the shoulder and whispered: "That story worse dan de coffins flung all round de vault up dere in de churchyard of Christchurch. Boy, just yo wait till night come round agen, yo hair gon stand on end!" And Ernie grinned at the thought that he had a cool cool spooky story to tell his cousin Trevor that would shut him up for good.

THE END

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DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Do you remember how much of the earth is covered with water? Oceans cover approximately 71 percent — that's nearly three-quarters — of the earth's surface. Yet the importance of the oceans to life on earth has only recently been acknowledged.

Last month, we looked at the November 2007 meeting in New Zealand of the scientists from the **Census of Marine Life**. At the end of that month, another important meeting was held, this time in South Africa when the members of **GEO, the Group on Earth Observations**, met for their annual conference. Let's look at the history of this group and its activities.

In 2002, at the World Summit on Sustainable Development, it was recognized that it was very important to coordinate world-wide observations on the state of the Earth and its environment. Participants at the First, Second and Third Earth Observations Summits held in Washington, D.C. (2003), Tokyo (2004) and Brussels (2005) respectively, established a framework for a **GEOSS, Global Earth Observation System of Systems**. The **GEO**, which is a voluntary partnership of governments and international organizations, was formed to devise and then implement a ten-year action plan for the **GEOSS**. Representatives of over 70 countries and nearly 50 non-governmental organizations attended the 2007 **GEO** conference in Cape Town to discuss the progress of the plan. It focuses on nine areas: disasters, health, energy, climate, water, weather, ecosystems, agriculture and biodiversity.

One of the organizations involved in **GEO** is the **Partnership for Observation of the Global Oceans**. The idea for **POGO** was first raised in 1999 when the directors of several oceanography institutions around the world met and discussed how to coordinate efforts to study the marine environment. New technologies were becoming available to monitor marine systems more closely. The information collected could be used to predict changes in weather and sea patterns that may adversely affect human beings, as well as those that can improve human health, wealth and safety. Temperature changes in the sea, over-fishing and pollution are all issues that can be investigated through global observation systems.

At the end of the **GEO** meeting, participants issued the Cape Town declaration. This noted the achievements already made by its members and confirmed their commitment to further work. They also resolved to meet again by 2010 to review their progress and to ensure implementation of the **GEOSS** plan.

GUESS WHAT?

The following acronyms belong to some of the organizations in partnership with POGO. Can you guess what the initials stand for?

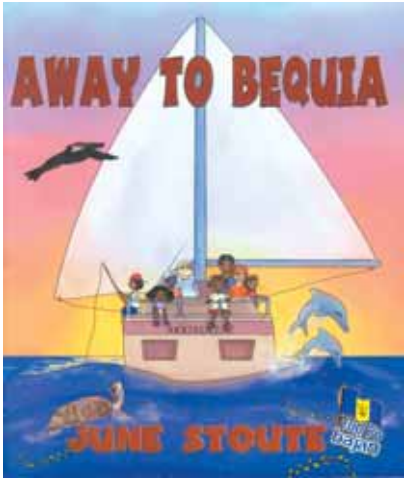
1) CoML
2) GOOS
3) IGOS
4) IOC
5) IODE
6) IOTWS
7) MIA
8) OOPC
9) SCOR
10) WMO

Answers on page 47

Children's Tale of a Family Sail

***Away to Bequia**, written by June Stoute, illustrated by Jehanne Silva-Freimane. © 2007. Published by Oraef Inc. Full color. ISBN 976 8215 86 0.*

Barbadian writer June Stoute is no stranger to Bequia. She and her husband, amateur racing sailor Dick Stoute, have been cruising the Grenadines for many years on their yacht, *Shangri-La*. June has been shore crew while Dick, a familiar face on the racing circuit, has crewed with fellow Bajan sailor Andrew Burke on *Nefertiti*, *Bruggadung I* and *Bruggadung II*, and with Carriacou-based Jerry Stewart on his *Bloody Mary*.



June Stoute describes herself as a business executive by day and a creative writer, publisher and photographer after hours. She wet her feet in the book industry in 2000 by publishing her husband's book, *The Fear Factor*. In December 2006 she moved front stage with her own work, an illustrated children's book, *Would You Please Fetch Me A Pail?* For this she teamed up with her daughter, Jehanne Silva-Freimane, who illustrated the story. This was followed in April 2007 by *Giant African Land Snails + Snail Facts*.

At last year's National Independence Festival of Creative Arts (NIFCA) in Bridgetown, Barbados, Stoute received a Bronze Award for *Would You Please Fetch Me A Pail?* and a Silver Award for *Giant African Land Snails + Snail Facts*. Stoute believes she has the ingredients for a Gold in *Away To Bequia*. Stoute has been successful in several local literary competitions over the years and her poetry has been published in the University of the West Indies Cave Hill Literary Annual.

Away To Bequia is the story of young Roger's first inter-island crossing — a trip which turns into a voyage of discovery and wonder when his grandfather sets a course towards the setting sun.

Bequian book reviewer Cherian Gordon writes about *Away to Bequia*:

There have been many great storybooks written from yesteryear to this present day. Of the many I have read, I must say that this one isn't just great — it's amazing. From its beautifully written words to its vibrant pictures, everything blends uniquely to form a vast image of the whole adventure in the reader's mind. You can see, feel, hear and even smell all the exotic textures in the story. The eccentric flow of rhythm and rhyme cultivates a cascade of poetic Caribbean flavor, when every word is read.

The most amazing thing about the story, though, is that it is a family adventure and though today such a thing is dwindling rapidly, this writer depicts its beauty as though it happens every day. As a true Bequian, I salute June Stoute for basing this adventure as a family expedition to my blessed home and I would recommend that it be read by all children.

Available at bookstores or from the author at jestoute@sunbeach.net.

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St. Lucia's Environmental Artist

Llewellyn Xavier: His Life and Work, *series editor Edward Lucie-Smith, Macmillan Caibbean Art Collection. Hard cover, 208 pages, full color throughout. ISBN 978-4050-8649-3.*



Llewellyn Xavier is St. Lucia's pre-eminent visual artist, known worldwide for strong conceptual work that has explored such issues as race, sex, spirituality, and the environment.

A new retrospective of work by Xavier has been published by Macmillan Caribbean as part of its series on Caribbean artists. The book is narrated by both Xavier and series editor Edward Lucie-Smith, and provides an in-depth look at the artist's 40-year creative journey.

Twenty years ago, Xavier made statements about the ongoing destruction of the natural world through his masterpiece series "Global Council for Restoration of the Earth's Environment". Inspired by impending threats on St. Lucia that he discovered upon returning to the island in 1987 after living abroad, the artist hoped this work would raise awareness about dire ecological issues. Now, 20 years later, Xavier's concerns are forefront in the international political arena.

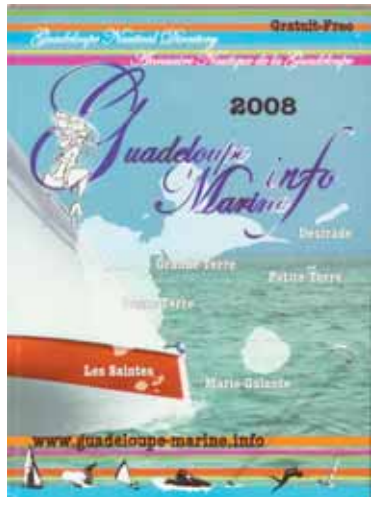
In addition to his environmental work, Xavier is esteemed widely for his abstract watercolours and oils inspired by the dynamic Caribbean weather and for his striking and colorful depictions of the Pitons, which are featured on the book's cover.

The book offers an inclusive look at Xavier's most significant work from the 1960s through the present. It also features Xavier's second environmental series, "Environmental Fragile", which involved conceptual works made entirely from recycled cardboard and ends of commercial paint, and embedded with shards of 24-carat gold representing the millions of trees that have been ground into dust for commercial purposes, the finality of earth's resources, and the preciousness of our environment. Xavier is currently completing his third series of environmental work titled "Global Warning", which has not yet been shown to the public.

Available at bookstores or www.amazon.co.uk.

DIRECT(ORY) FROM GUADELOUPE!

Guadeloupe Marine Info 2008 — the Guadeloupe Nautical Directory. *Edited by Club Transcaraibes Association, Stéphane Legendre. Paperback, 163 pages, full color throughout. Free.*



Neither a cruising guide nor a tourist guide, this handy and well-researched reference — available in both print and online (www.guadeloupe-marine.info) versions — gathers in one place a wealth of information for sailors and other watersports enthusiasts about the archipelago of Guadeloupe. Both versions are bi-lingual (French and English), with a different font used for each in the print version for quick orientation.

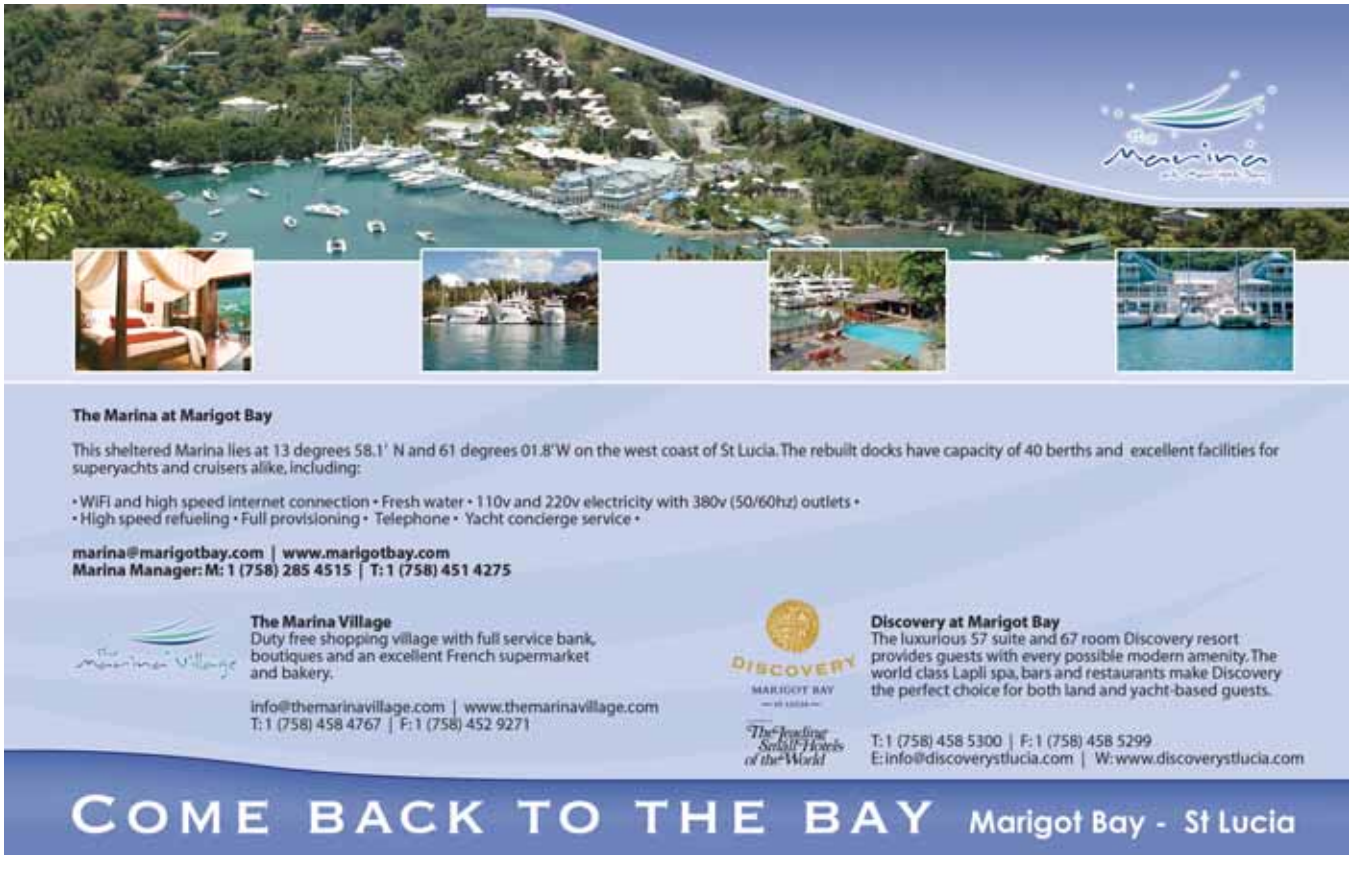
There are five chapters: General Information, Practical Information, Flora and Fauna, Nautical Information and a Directory (organized by trade). The chapters in the print version are color coded for easy reference.

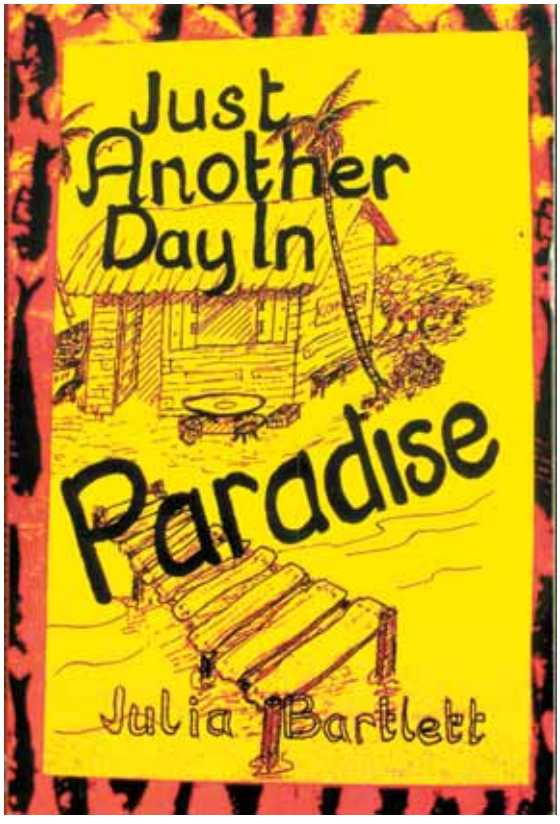
Of particular interest to cruisers will be the sections on clearing in and out, pets on board, marina services, bridge opening times on the Rivière Salée, weather forecasts and provisioning. There is also a calendar of the island's nautical events.

A unique feature is a section introducing key personalities in Guadeloupe's sailing and watersports sector; if you spot one of these faces on the beach or on the dock, you'll know who it is!

Color photos, especially those in the Flora and Fauna chapter, are a plus, as are the useful island, town and marina maps. A separate page listing emergency phone numbers and radio frequencies could be pulled out and posted aboard. The book is small enough to carry ashore.

Best of all, it's free. Pick up a copy in Guadeloupe or visit www.guadeloupe-marine.info.





BOOK REVIEW BY BOB BERLINGHOF

Close to a Classic

***Just Another Day in Paradise**, by Julia Bartlett, ©2004, 257 pages. ISBN 978-1-4303-2709-7*

This tale of a plucky solo sailor, Morgane, and her travels between islands in the Caribbean contains something I have never before come across in sailing literature — a realistic, harrowing account of the aftermath of a tragic hurricane.

The island on which she survives, wisely called St. Bertha, was modeled on St. Martin and the damage done to it by Hurricane Luis over a decade ago. At the time, the dimensions of the tragedy were largely glossed over by the news media. Bartlett's account of countless lives lost, both at sea and on land (a mudslide killed uncounted illegal immigrants when the hill they lived on collapsed), shows a country in chaos and distress. It is not pretty, but it is one of the best features of this novel.

The supporting characters are generally well-drawn. Morgane's boyfriend, Jimbo, and their sidekick, Terry, who each have their own boats, are particularly vivid. The dialogue between these three sparkles with wit and authenticity. This reader feels like he has tipped a few beers with them. Morgane's cat, Nelson, is also featured with internal monologues, which should please cat lovers, but I found this a little too cute.

Of her local characters, Ronnie, the bartender, Yves, the escaped convict, and Isabel, a woman crushed by the death of her friend, are well-portrayed. For comic relief there is a nutty taxi driver and an eccentric self-taught chiropractor. This book is chiefly about surviving a hurricane, but there is quite a bit of humour stuffed in between the devastations.

There is also a parallel story to Morgane's, concerning her English friend Victoria. We are told in the first chapter that Morgane fled "a whining husband and whining kids" to become a self-reliant sailor. Victoria, a cog in the wheel of the English penal system, is seeking to escape a mundane job, and a family that doesn't appreciate her, by visiting Morgane. The hurricane alters her travel plans and causes her to have the adventure of her life by forcing her to "wing it."

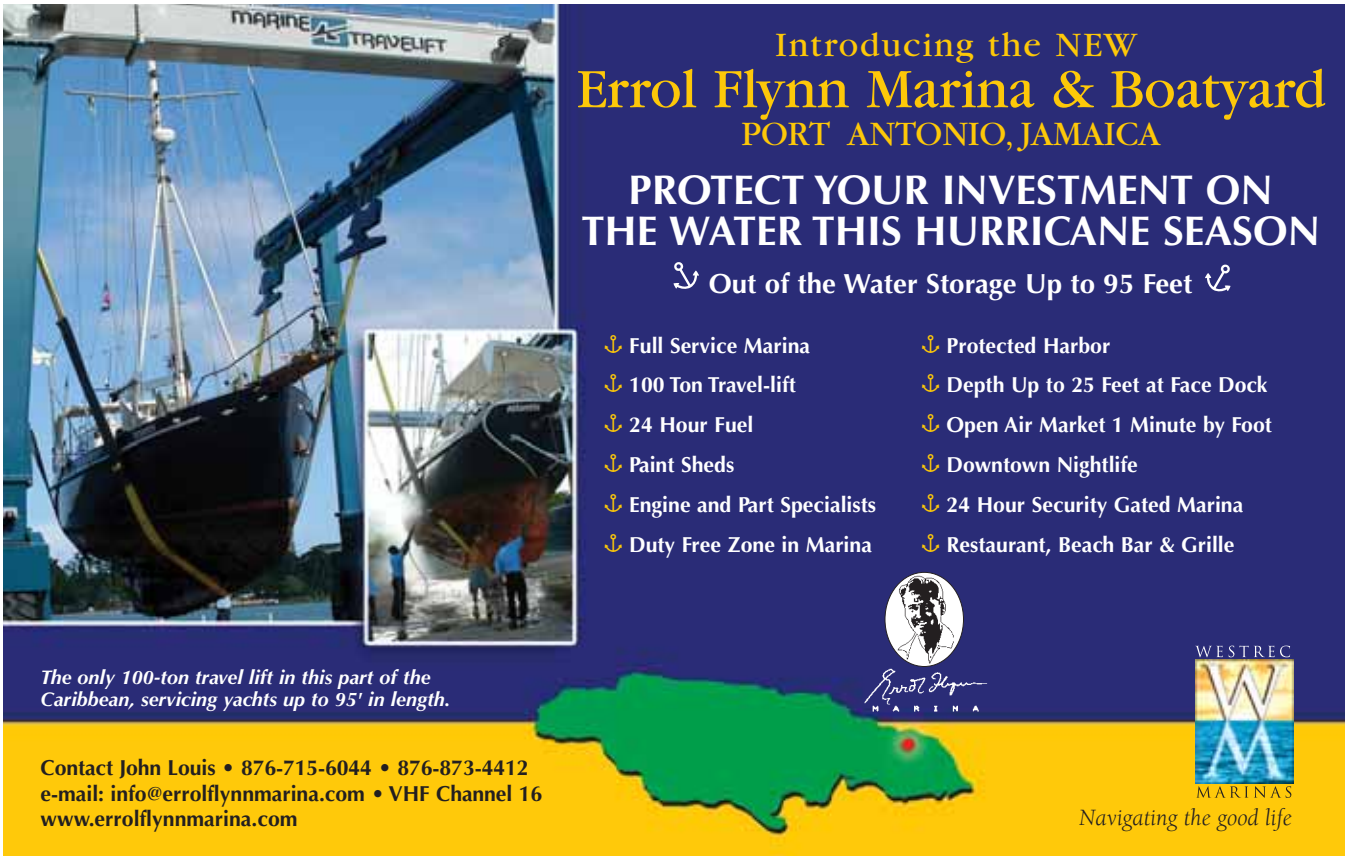
The hurricane description is quite good, but its aftermath is even better, told from the points of view of Morgane, who manages to get ashore only to be buried under the mud, and Yves, an escaped prisoner who is searching for the remnants of his family while dodging the soldiers and police who are shooting at looters.

Unfortunately, the realistic and bleak tone of this novel is upstaged by a jarring Hollywood ending. There are three or four miracles towards the end of this book which indicate that Ms. Bartlett was hoping to please everybody with an "all's well that ends well" smiley-face attitude. This somewhat trivializes the horror of what has come before by undercutting the novel's serious tone.

The side story of Faye, an albino who feels victimized by local prejudice, is not enough to balance the contrived happy ending of all the characters. Morgane's brush with a drug baron is particularly weak. Some of the local dialect fails to ring true, but that is a minor complaint.

Although uneven in tone, I would still recommend this book, although I can't help but wonder what a classic it could have been had the author set out to write a funny and bleak Caribbean novel without the miraculous ending.

This book is available from www.lulu.com or www.amazon.com.



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SOME THINGS NEVER CHANGE

Transatlantic with Street. *DVD. Produced and directed by Gavin Shaw, © Gavin Shaw Marine Marketing. Distributed by Bennett Media Corporation. 120 minutes, color.*

In many ways sailing across the Atlantic in 1985 was more like it had been a century before than it is like today — especially if you were doing it aboard an 80-year-old, engineless wooden boat. But some things about sailing seem eternal: the joy of a fair-weather sunrise at sea after a long night watch, watching dolphins speed effortlessly in your bow wave, the satisfaction of learning seamanship from an experienced and patient skipper, the conflicting emotions of a long-awaited landfall.

This DVD is a re-release of the 1986 video made by British advertising executive Gavin Shaw, who took a three-month sabbatical to sail 5,000 miles with Don Street aboard the 44-foot *Iolaire* from Glandore, Ireland to English Harbour, Antigua, via Vigo, Spain, the islands of Porto Santo and Madeira, and the Salvage, Canary and Cape Verde island groups.

Street says, "We had no electronic navigation, only a Brooks and Gatehouse RDF, a sextant and a radio to check time signals. There were no cruising guides; we knew nothing of Porto Santo, the Salvage or the Cape Verde islands, and very little of the Canaries. We sailed in and out of everywhere as we had no engine." With no self-steering gear either, the crew of five took turns hand steering, by tiller, all the way. Gavin adds that *Iolaire* was a wee bit wetter to sail than the modern craft his skipper refers to as "two-string plastic bathtubs", remarking that often "she feels like she's sinking out from under you". (No fear: the tins of food may have gotten rusty, but *Iolaire* had enormous and regularly exercised bilge pumps.) As Gavin said at the end of the trip, arriving in Antigua, "We felt more like explorers than tourists."

The DVD has a very "you are there" feel, giving a real sense of what it's like to do a long ocean passage on a small boat. A little too real sometimes — the format of Day One, Day Two, Day Three, Day Four… (three months, remember) occasionally gets just as tedious as living through a long voyage when nothing much of interest is happening and you've run out of your favorite foods. But, as in bluewater voyaging, with all its sidetracks and slow spots, there are also moments of exhilaration and transcendent natural beauty found nowhere but at sea. Gavin has an eye for shots which capture the moment, and the original background music by Craig Wrigley, mostly acoustic guitar, adds to the overall aesthetic appeal.

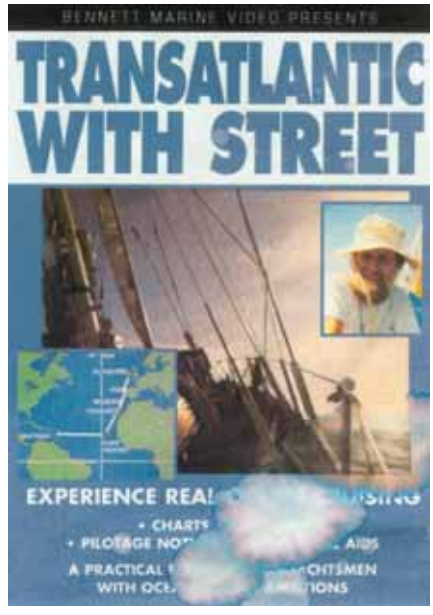
The educational components of this DVD will be greatly appreciated, especially those concerning sail trim. Gavin's clear line drawings show the various rigs (such as "poor man's twin headsails") used on the trip, and Don's voice-over explains them. Also throughout are seamanship tips that are just as valid today as they were 23 years ago.

Of the making of the original video, Gavin writes: "When Don saw the JVC equipment we hoped would survive the three-month passage from Ireland to Antigua, he said: 'Electricity, copper and salt water make green gunge.' However, electricity itself was in short supply on *Iolaire* and cooling the skipper's beer was the first priority for the wind and water generators. Diverting enough power to charge the video batteries was one challenge. However, death by green gunge was the biggest threat to the camera on Don's dear old boat. In '85, a thousand gallons were hand pumped [from the bilge] every day when *Iolaire* was working in the Trades. We kept the filming equipment in an airtight case with a kilogram of desiccating crystals which were dried in the oven after the morning's bread making. On deck, the camera was protected from spray and rain by a strong but lightweight plastic hood. With this regime the camera and recorder kept working all the way and had successfully captured 13 hours by the time Don's Herreshoff bower anchor hit the bottom in English Harbour."

Many viewers today, accustomed to television and film's current fad for quick, choppy cuts (three seconds is now a "long" shot) and a dozen car crashes per hour might find this DVD's pace — well, as slow as sailing itself can sometimes be. Just ease your mainsheet. It's worth taking 120 minutes to settle in with a favorite beverage or two, a big bowl of popcorn and a few sailing buddies and take this historic yet timeless trip.

Sailing doesn't lose its magic.

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The reviewer apologizes for the authentic saltwater splashes on the cover of our copy!

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Noelina & Lennox Taylor welcome you!

Forget kneading and fussing, new recipes have been developed for really easy bread making. Compared with the old way, it is like GPS compared to celestial navigation. It's perfect for galley dummies and single-handers. The following recipe is adapted from Mark Bittman's article in the *New York Times*, which described the no-knead bread of Jim Lahey, owner of New York City's Sullivan Street Bakery. It has been modified here to minimize the mess, and also with comments on making it work with a boat oven. The bread you get looks much like sour-dough bread and has a wonderful crust.

NO-KNEAD BREAD ON BOARD

by Chris Doyle

You need the following equipment:
• An oven
• A pottery dish or metal saucepan with a well-fitting lid that fits in the oven (about 8 inches diameter and 3 1/2 inches high)
• A largish cutting board
• A large clean tea towel
• A bowl large enough to mix four and one-half cups
• A plastic bag, Caribbean plastic bathing hat, or a bit of plastic, which you can put over the top of the bowl to stop any moisture escaping. Unless you get the Caribbean bathing hat, you will also need a rubber band to hold it tightly over the bowl
• A rubber spatula (you can get away with a spoon, but it is not as easy)
• Some cornmeal to stop things sticking (if cornmeal is a problem, you can get away with flour, but the result will be messier, cornmeal is far better)
That is most of the work right there: making sure you have the gear.

Next, the ingredients:
2 1/2 Cups of white baking flour (use 3 if you have a house oven, not a boat oven)
1/4 teaspoon of dried instant yeast
2 teaspoons of salt
Half as much water as flour (1 1/4 Cups for a boat oven, 1 1/2 for a house oven)



Let the dough rest overnight, bake the next morning, and you'll have a fresh, crusty peasant loaf for lunch or supper

Start this bread in the evening. Mix the dry ingredients well in the bowl. Add the water, mix thoroughly. Put the plastic over the bowl and seal it with a rubber band. Leave overnight. (This standing time is what makes no-kneading possible, so don't shortcut it.)

Next morning, dust a cutting board with cornmeal; scrape the ingredients out of the bowl onto the cutting board with the rubber spatula (or whatever). Gently flop it over, being sure there is still enough cornmeal beneath the dough. (This flopping over gets you cornmeal on top of the bread so the tea towel does not stick). Cover loosely with a clean tea towel and leave for two hours.

After one and half hours, begin getting the oven and pot ready. Put your saucepan or baking dish with the lid on in the oven. Turn it on and set to 450°F. If you have a boat oven with no temperature gauge on it, put it on the very highest setting.

After half an hour of pre-heating, remove the saucepan or dish and take the cover off. Flop the bread mix into the saucepan or dish, put the lid back on, and put it in the oven. Bake at 450°F for half an hour, then remove the lid, and bake for another quarter of an hour. You are now finished except for removing the bread from the oven and turning it out onto a board.

I suggest making this bread for the first time with white flour. After that, experiment with multigrain, whole wheat, or whatever. You can also add half a cup of oil-cured pitted olives cut in two to make an excellent olive bread.

Boat ovens can present certain problems. If you find the bread burns at the back or bottom, the flame is probably too close to the pan. The fix is to cover the shelf with cheap pottery tiles.

You may find you want to adjust the amount of liquid in this recipe just a little. You will need to scrape the bread mixture onto the cutting board, but you should be able to use your hands to flop the bread over, once it has a little cornmeal on the outside. If you find it way too wet for this, sprinkle a little cornmeal on top to protect the towel and then scrape the mixture into the pot with a spoon (the bread will still be fine), but next time try just a tad less water. It should not be too dry, however, as the moisture in this method is essential to the rising.



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THE YUMMY YAM

The array of root vegetables in Caribbean markets can be confusing. Cassava, tannia, eddos, yam, sweet potato and dasheen are the most familiar names in the Eastern Caribbean; on the western side of the Caribbean you'll hear boniata, batata, otoe, ñame, ñampi, yucca, malanga and yautia.

There is often confusion between "sweet potatoes" and "yams"; many North Americans use the names interchangeably. But yams and sweet potatoes are not the same thing. They don't even belong to the same family. Real yams belong to the *Dioscoreaceae* family with hundreds of edible varieties — and not very many recipes. Yams are perennial vines with shiny heart-shaped leaves and underground tubers, usually buried deep and difficult to dig up. The edible tuber is long and cylindrical and its skin is rough and scaly, almost like a tree's bark. Sweet potatoes, on the other hand, belong to the Morning Glory, or *Convolvulacae*, family, and have a smooth red skin.



There are nearly 200 varieties of yams, with brown, black, white or pink skin, and with white, yellow, or purple flesh. They can grow up to seven feet and weigh 200 pounds!

The name yam came from the Portuguese word "inhame" or the Spanish word "ñame," both of which are derived from an African word "nyami," meaning "to eat." In the English-speaking Caribbean, traditionally, all root crops are called "ground provisions" or "ground food". This term came from the sugar plantation days when food for the workers was scarce. Ground food was a reliable source of nutrition, since these roots could survive extreme dry spells and the wrath of tropical storms. Also, roots such as yam, dasheen and cassava could be grown inconspicuously with the sugarcane crop. The yam remains a staple food in many of the Caribbean islands, Africa, and South America.

Yams' sugars and complex carbohydrates are absorbed into the bloodstream slowly and, because yams are high in fiber, yams fill you up without filling out your hips and waistline.

When buying yams at the market, look for solid, hard roots which are heavy for their size, with no soft shrunken spots, cracks, or mold. Pick the best by pricking through the skin with a fingernail. The flesh should be crisp and juicy. Store the yams in a cool, well-ventilated place. In a cool, dry place they'll keep for a few weeks, but in less than ideal conditions, they will only keep for a week. Use before they get soft.

Yams taste more like an Idaho potato than any other tropical tuber. Yams can be boiled then mashed with milk, butter and cheese to make yam pie. Or yams can be just mashed with plenty of butter and seasoned to complement meat, chicken or fish dishes. Yams can be finely sliced into chips or simply baked in their skins. Yams are a wonderful addition to many soups, especially fish broth. Cold boiled yam can be made into a type of potato salad by mixing it with mayonnaise, onion and celery. Yam chunks can be added to stir fry or a pan of roasted vegetables. Roasted yams, fennel, onions, and mushrooms are a delicious combination.

It is not advisable to eat raw yam. In any case, the skins are difficult to peel until the vegetable has been cooked. Wear gloves if peeling raw yams, since they secrete an acrid juice that can irritate the skin. Scrub yams before cooking.

Recipes from Mary Heckrotte

Bourbon and Beer Yamcakes
1 1/2 Cups flour
1 Tablespoon baking powder
1/2 teaspoon salt
3 eggs, separated
1/2 Cup milk
1/2 Cup beer
2 Tablespoons bourbon
1 Cup yams, boiled and mashed
2 Tablespoons butter, melted
Pinch each, ground cardamom and ginger
Cooking oil
Maple syrup

In a small mixing bowl, sift together the flour, baking powder, and salt. Beat the egg yolks and add them to the flour mixture. Add milk, beer, bourbon, mashed yams, butter, and spices. Stir until all ingredients are moistened. Beat egg whites until stiff peaks form, then fold into batter.

Heat slightly oiled skillet or griddle over medium-high heat. Pour 1/4 Cup batter into pan and cook until edges are dry and center has bubbles. Turn and cook other side until golden. Serve with maple syrup.

Baked Garlic Yam
1 small yam
2 Tablespoons butter
Garlic salt
3 Tablespoons sour cream

Bake yam at 400°F for 45 to 60 minutes or until yam is fork-tender. Remove from oven and split yam in half. Holding halves with a potholder, use a spoon to scoop out insides. Discard skin.

Heap on a plate and spread with butter then sprinkle on garlic salt to taste. Top with a dollop of sour cream.

Makes one serving. Multiply ingredients for more servings.

Scotchie Yams
2 small yams
1 quart water
Pinch salt

—Continued on next page

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1 small onion, sliced thinly
2 to 4 Tablespoons butter
Salt and freshly ground black pepper to taste
1/2 Cup water

Boil yams in 1 quart water (or to just cover) until barely fork-tender. Drain, peel, and slice in 1/4-inch slices. Put in skillet with remaining ingredients. Cover and cook over medium-low heat until yam slices and onions are tender. Add more water if needed to prevent scorching. Serves two.

True Yam and Apple Casserole
2 Cups yams
4 Tablespoons butter, divided
1/2 Cup brown sugar
1/2 Cup corn syrup
2 Tablespoons dry sherry
1 teaspoon ground cinnamon
1/8 teaspoon salt
2 medium tart apples, peeled, cored, sliced
1/2 Cup pecans, chopped

Boil yams until fork-tender. Grease a 10-inch round oven-proof pan or dish. Process yams in food processor with 2 Tablespoons of the butter, sugar, corn syrup, sherry, cinnamon, and salt until smooth. Spread half of mixture in dish. Layer on half of apples and half of pecans. Repeat. Brush with remaining butter.

Bake uncovered at 325° for 30 minutes. Serve hot.

Caribbean Bubble and Squeak
1 pound yams
One-half pound cabbage
1 medium onion, minced
Salt and freshly ground black pepper to taste
Butter
Oil for frying

Peel, boil and mash yams. Shred and steam cabbage.

With fork, mix yams, cabbage, onions, salt and pepper. Add a little butter if yam is dry.

Heat a small amount of oil in large skillet and turn mixture into it. Flatten mixture and brown. Stir all then flatten again. Brown, then turn and brown other side. Serve hot.

Yammy Chips
2 small yams
Oil for frying
Salt, garlic salt, and/or chili power as desired

Boil yams until fork-tender. Peel and place in refrigerator overnight. Next day, slice as thin as possible then fry slices a few at a time in very hot, deep oil. Drain on absorbent paper, sprinkle with salt and desired spices while hot.

Trini Fish Patties
1 1/2 Cup cooked fish, flaked
1 1/2 Cup yams, boiled and mashed
1 egg
1 Tablespoon onion, minced
1/2 teaspoon salt
Freshly ground black pepper to taste
Flour to coat
Oil for frying

Combine all and form into balls. Roll in flour and flatten between hands. Heat oil in skillet over medium heat and brown patties on each side.

Recipes from Shirley Hall

Healthy Yammy Chips
2 pounds yams
2 Tablespoons lemon juice
3 Tablespoons canola oil
Salt and seasoning to taste

Slice yams as thinly as possible. Rinse slices in cold water mixed with the lemon juice to keep the flesh from turning gray. Lay slices on a baking sheet, sprinkle with oil and toss so both sides of the chips are coated with oil. Sprinkle chips with salt and pepper for spicy chips or use nutmeg, cinnamon and sugar for something different.

Gingered Chicken and Yams
1 pound yams
2 Tablespoons olive oil, divided
1 red onion, peeled and chopped
1/2 pound boneless chicken breasts
2 Tablespoons minced ginger root
4 chives, chopped
3 Tablespoons soy sauce
3 Tablespoons water
1 Tablespoon brown sugar
1 Tablespoon cornstarch
Salt and spices to taste

Slice yams and chop into matchstick-sized pieces. Chop chicken into small pieces.

Heat one Tablespoon of the oil in a large frying pan on medium heat. Add yam sticks, and onion. Cook for five minutes stirring frequently. Spoon off into a covered bowl and keep warm.

Increase heat to high and add the other Tablespoon of oil, chicken, and ginger. Cook for five minutes till chicken is no longer pink inside. Return the yams and onion to the pan with the chicken and mix in the remaining ingredients. Bring to a boil and simmer for three to five minutes.

Remove from heat and serve with rice or pasta.

Yam Biscuits
1 pound yams
2 Cups baking flour
1 Tablespoon baking powder
1 teaspoon salt
2 teaspoons brown sugar
1/2 cup shortening or vegetable oil
1/2 cup milk

Bake yams, mash and set aside. In a large bowl sift all dry ingredients together. Use whisk or an electric mixer (set on medium) to mix in the mashed yams and shortening for about two minutes. Slowly add milk to the yam mixture.

Spread wax paper on your countertop to reduce the mess, and then dump the bowl's contents onto it. Knead for about a minute, until just slightly moist.

Lightly roll out mixture to about an inch thick. Cut out biscuits about two inches in diameter. Place about two inches apart on an ungreased baking sheet. Roll all leftover pieces together to make more biscuits.

Bake in the oven at 450°F for about 15 minutes or until biscuits are lightly browned on top.

Mango and Yam Surprise
1 pound yams
4 to 6 nice-sized mangos, ripe to overripe
1/2 Cup brown sugar
3 Tablespoons baker's flour
1/4 teaspoon grated nutmeg
1 teaspoon ground cinnamon
2 Tablespoons butter or margarine
1/2 Cup peanuts or almonds
1 Cup miniature marshmallows (optional)

Boil, peel and chop yams. Peel and slice mangoes.

In a large bowl, mix together sugar, flour, nutmeg, and cinnamon. Add butter and nuts and mix until mixture starts to crumble.

In a two-quart oven-proof dish, arrange mixed yam and mango pieces. Cover with sugar mixture, and marshmallows if used, and bake at 350°F for 35 minutes.

Simple Yam Soup
3 pounds yams
2 medium-size sweet peppers (prefer red for color)
5 Cups chicken broth
1/2 hot pepper, seeded and minced (optional)
1/2 red or yellow onion, chopped
2 cloves garlic, minced
2 Tablespoons minced chadon bene
Salt and seasoning to taste

Peel and slice yams. Combine all ingredients in a large pot and simmer on medium heat until vegetables are tender.

Stuffed Yams
3 pounds yams (about a pound each)
1 pound medium shrimp
2 Tablespoons butter or margarine
1 medium onion, peeled and chopped
4 chives
2 cloves garlic, minced
1/2 Cup milk
salt and spice to taste

Peel yams and cut in half lengthwise. Boil in salted water, careful to avoid breaking. Scoop out center of yam halves so that only an inch of the shell remains. Mash the scooped-out yam.

Boil, peel and de-vein shrimp

In butter, sauté onion, chives, shrimp, and garlic. Mix in the mashed yam and the milk. Season to taste. Fill yam hollows with mixture and broil until browned.

Yam Fritters
2 pounds yams
1 Cup flour
1/2 Cup grated cheddar cheese
3 eggs, beaten
1 medium onion, grated
1 clove garlic, minced
Salt and seasoning to taste
Oil for frying

Peel and chop yams. Boil yam pieces until tender. Drain the liquid but retain about a half-cup.

In a large bowl, mash yams, adding the cooking liquid until the yams are almost creamy. Add flour, cheese, eggs, onion, garlic and seasonings.

In a frying pan or wok, place three inches of oil and heat to high. Carefully place yam mixture by the spoonful into hot oil and fry for three to four minutes until golden brown.

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Dear *Compass*,
Thank you for the April 2007 article entitled "Reappearing Wreck Linked to 1898 Hurricane".

Imagine my surprise when I came across Duncan Richardson's article while researching the origin of a recently purchased oil painting depicting the rescue of some shipwrecked sailors. Unable to identify any information about the artist of the painting (it appears to be a H.W.S Tiestley) I did have a date of the painting (1900) and a name on the rescue vessel in the painting.

In earlier investigation I found an article from the *New York Times* which mentions the steamer *Hubert* returning from St. Vincent with a group of five men from the wrecked ship *Grace Linwood* (spelled "Lynwood" in Mr. Richardson's article). While in the harbor of Barbados on September 10, the hurricane hit, and the *Grace Linwood's* anchor line fouled with another sailing ship, the *Luenda* (spelled "Loanda" in Mr. Richardson's article). They beat against one another but finally the *Grace Linwood's* anchor chain parted and all the next day was driven west until wrecking on the shore of St. Vincent, 96 miles from the harbor of Barbados.

Thanks to Duncan's article; it helped me identify the exact location where the wreck and rescue occurred!

Donovan Rafferty



It's possible that this 1900 painting depicts a scene from the 1898 hurricane that swept ships out of their Barbados anchorage to be wrecked on the coast of St. Vincent

Hi, *Compass*,
I have just sailed down from Spain to Brazil and have been looking/asking for info on Venezuela regarding boat storage and berthing. I got very little on the net, with many sites inoperable. Bahia Redonda was the only one that managed a reply, courtesy of Josilene.

Then a fellow yachtie passed me an October 2007 issue of *Compass*. Hey, a few pages were missing, but all in all I got a lot of info very, very quickly. Anyone who does not think that advertising works should think again, as I will most likely visit/berth/moor at many of the places featured in the mag.

From the magazine, I then found your Readers' Forum on the net. Your reply to Mary Draker on the yacht *Kristina*, regarding fees in Venezuela, told me just about all I need to know. Thank you.

John C.
Yacht Wild Card

Hi, *Compass*,
I just picked up my first issue of the *Compass* the other day (the November 2007 issue). Y'all have put a lot of effort into a great complimentary publication.

While I am not a cruiser, I do live in the Caribbean, and have my own 17-foot pleasure boat, but don't go far — and won't after today. I think that if I was aspiring to cruise, I now would wake up in cold sweats, and if I had such a boat, I'd place a full-page ad in your classifieds to off it quickly, and not tell anyone why.

While reading some of your articles, I came across the one about this APIS [*Editor's note: the Advanced Passenger Information System is no longer being applied to yachts*]. APIS does not concern me personally, but I am an advocate of freedom (one of the many reasons that I would never want to return to the Communist States of America). I am an advocate of no more regulations. There are enough already. There is one way to solve the APIS problem: all you cruisers just don't go to those particular islands. Simple. End of worries. Look at the globe. LOTS of blue water. Go elsewhere. Problem solved.

But I was most disturbed by some of the letters to the editor. There were two readers writing about their experiences with law enforcement officials and the judicial systems in the USVI and BVI. It was scary, reading what happened to these folks.

I am not sure about BVI law, but I know the corruption in the US, and the corruption in the judicial system, and all one needs to do is just follow the news, and see that in the US (and apparently its territories as well) the lesser the offense, the harsher the penalty. This is outrageous, officials terrorizing these folks for such petty mis-steps while all the real criminals run away with the bacon.

Then there was the poor fellow who got scammed and extorted after running aground on Union Island, when they charged him outrageous amounts of cash to free his boat. (It might have been easier and cheaper to light the boat afire and take a commercial flight back.) Ironically, you placed this letter in the same issue as you focused on that part of the Caribbean!

I realize that being a cruiser, for many people, means having a lifetime of savings either in the rig, or to live on, and many bad guys know and take advantage of this fact. There are more and more unscrupulous people in the world.

Anyway, thanks for the enlightenment. I will continue to seek your publication, but I think any ideas of cruising are now confirmed dead.

Ayo,
JP
Bonaire

Dear JP,
Thanks for the kind words about Compass. *It's a real group effort, and everyone involved — from Cockpit Crew to advertisers, contributors, printers, island agents and distributors to first-time letter writers like yourself — deserves a hand.*

The things that you say have turned you off the idea of ever cruising the Caribbean — instances of bureaucracy, unfair application of the law, and the actions of unscrupulous people — certainly exist in the region. But they also exist universally. As you say, if you follow the news in the US, or anywhere else (except where the news is state-controlled propaganda or tourist-oriented fantasy), you'll find plenty of examples. I'll bet you could cite examples ashore in Bonaire, too — staying put doesn't make you immune to these kinds of trouble. But we think that on balance, the cruising life in the Caribbean is pretty good. You'll have to think of better excuses for not taking the plunge.

CC

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Dear *Compass*,

The possible death of Windjammer Barefoot Cruises, founded by Mike Burke in 1947, was reported by Norman Faria in the November issue of *Compass*. I say "good riddance".

I saw Burke's operation from the early days. Frequently, when crew walked off the boat for non-payment of wages, Burke flew in a replacement crew that quickly departed with the boat, leaving the unpaid crew stranded on the beach.

Safety was abominable. In the 1970s Jeff Hammond, an editor of *Yachting* and *Motorboating and Sailing*, wrote that over the years until then, at last seven passengers and crew were lost overside and not recovered.

We all know of the tragic fate of the Windjammer fleet's *Fantome*, lost with 31 crew aboard in 1998's Hurricane Mitch. According to the book *The Ship and The Storm* by Jim Carrier (ISBN 0-07-135526-X), her stability was so bad she may have capsized when it was blowing only 45 to 50 knots. Would the *Fantome* have passed a proper safety inspection done by an internationally recognized authority?

Can any of the Windjammer fleet pass a proper safety inspection done by an internationally recognized body? The crew, many of them West Indians, are young, enthusiastic and trying, but are they properly trained? Are the officers properly licensed to be captains, mates and engineers on ships of the size of Windjammer's ships? What about the law passed well over 20 years ago that (as a result of two cruiseships catching fire and sinking with very high casualties) outlawed carrying of passengers on vessels with wooden decks?

Name Withheld by Request

Editor's note: For more information on Windjammer Barefoot Cruises current status visit www.windjammer.com/press_release.html and www.consumeraffairs.com/travel/windjammer.html

Dear *Compass*,

A few months ago, a Sr. Gomez wrote a controversial letter about Venezuelan politics to the *Compass* which generated numerous responses. The *Compass* then stated that enough was enough, and would only publish further comments on the political situation here if the safety of cruisers was involved. Roger that, matey!

It was therefore a disappointment to read an article in the November 2007 issue that quoted a highly charged political phrase. It made my blood boil, as no doubt it did amongst Venezuelans. This cruiser was visiting a children's zoo! So why use that rhetoric during an innocent day out? I assure you it had nothing to do with the admission price. Cruisers who perpetuate this nonsense seem intent on spreading collateral damage wherever they go.

Politics aside, also in the November *Compass* a visitor stated that the patrols and curfews in the canal system at Puerto La Cruz, Venezuela, were "crimping their fun" as they can no longer go to the MareMares marina for dinner by dinghy. If you can afford to eat there a couple of nights a week, you can afford a taxi, which is more beneficial to the community. This curfew has been imposed for nearly a year and is paying dividends. I live on a canal that has a short-cut to the sea for dinghies and small powerboats. Before the curfew and patrols, Venezuelans as young as ten tried to re-enact the golden age of flying boats in rubber ducks that *papi* had bought them, powered by 60-horsepower motors — they were out of control. It therefore came as no surprise to hear about a serious accident which resulted in the death of one Venezuelan who became shark bait when he came into contact with the prop. There are some cruisers who also act in an irresponsible manner. They load their dinghies up at the Plaza Mayor and take the short cut, full ahead and to hell with bank erosion.

At the beginning of 2007, another visitor stated that the non-availability of diesel in Puerto La Cruz was due to "unscrupulous cruisers", Give me a break. How much fuel does the average sail boat carry, 600 or 700 liters? That's not worth smuggling. The problem was with the Venezuelan fishermen who converted their fish holds into fuel tanks and were supplying Asian longliners in the islands. This same person also chastised another cruiser for insulting the marina staff. The phrase that was used is not considered an insult here; it is commonly used as an expression of frustration, much the same as we would use four-letter words if something had dropped into the bilge.

Peter Phillips
Venezuela

Dear Peter,

We appreciate your long-term resident's persective on the scene in Venezuela, but disagree with a couple of the criticisms of other Compass *contributors.*

For readers who didn't see the November edition, the cruiser who visited the zoo in Mérida, Venezuela, praised the reasonable price of admission, saying, "Like many places we've seen so far here in Venezuela, they're not out to rip you off. I'm sure they could charge a lot more but then people couldn't afford to go.... That is, I suppose, socialism, which is blatantly advertised on walls and buildings everywhere: 'Socialism, Patriotism or Death!'" It seems clear that the writer of the article was simply relating what he'd seen posted on walls during his trip, just as many tourists in Cuba take souvenir photos of all the Che Guevara portraits, without considering it a political act.

"Socialismo, Patria o Muerte" (perhaps more accurately translated as "Socialism, Motherland or Death") is a catch phrase used by Venezuelan President Hugo Chavez. This phrase might raise some people's hackles, no matter what the context, while to others it probably seems no more offensive than New Hampshire's state license-plate motto, "Live Free or Die".

*The idea that the words "Socialismo, Patria o Muerte" must not be repeated, but that it's okay for a visitor to say "coño de tu madre" ("your mother's c•**") to marina staff strikes us as a cultural anomaly, to say the least.*

Sally

Dear *Compass*,

I read "A Question of Murder" by Lorna Rudkin (*Caribbean Compass*, December 2007) with great delight; funny and clever at the same time. I hope that she treats us to some more articles like that.

Julia Bartlett
S/Y Haleiva

Editor's note: For those of you who didn't see Lorna's article, don't panic — it was about exterminating insects on board!

Dear *Compass*,

I am Peter Hughes, the Managing Director of the company that operates "the large blue-and-white liveaboard dive vessel" that was, I am assuming, the vessel referred to in Scott Nichols' letter in the January edition of the *Caribbean Compass*.

I am at a certain disadvantage here, because the letter published on the subject offers no time line as to when the alleged incident occurred.

The alleged incident concerns me greatly because by way of my business interests we operate many such "liveaboard dive vessels" around the world and were arguably, one of the first operators ever to install permanent moorings (as long as 30+ years ago) for the benefit of all concerned and in particular, for the benefit of the environment. We have always done so in compliance with all local laws and with the safe operation of all other vessels traversing the area in mind.

With this in mind I can assure you we NEVER use "invisible" moorings ANYWHERE for ANY REASON, for the most obvious of reasons (e.g.: the situation referred to being the perfect example) and I can further assure you that we have always marked the Isle De Ronde mooring as we always do, using a large white float with a blue stripe around it.

As has unfortunately happened in the past, and I assume must have this time too, our mooring floats have been all too frequently cut away by "someone" for "whatever" reason[s]?

I also dare to suggest that other vessels frequently utilize the moorings and recently a certain research vessel operating in the area was seen to use the mooring in question. This vessel is considerably larger than the *M/V Wind Dancer* and is also a considerably larger vessel than the mooring was ever intended for — perhaps, this larger vessel might have damaged the mooring?

I can assure you that prior to the *M/V Wind Dancer* leaving the area for an unscheduled repair at the Interisle Fabrication & Construction Co. Ltd, in Trinidad recently, there ABSOLUTELY WAS a mooring float on this mooring! In the vessel's absence it would appear that again. "someone" has chosen to cut away and/or perhaps inadvertently damage the mooring thus eliminating the marker float.

I offer my sincerest apologies to Scott Nichols of the schooner *Satori* and should Mr. Nichols wish to discuss the matter further, I can be reached at this address but I DO NOT ACCEPT OR ASSUME RESPONSIBILITY for the actions of others that are totally beyond my control — i.e. Whoever it was that cut away or caused to be cut away the mooring marker float in our absence.

I hope I have made my position on this most unfortunate incident clear and that Mr. Nichols will accept our sincerest apologies.

Thank you,
Peter A. Hughes
Managing Director
Wind Dancer (Grenada) Limited
PO Box 386
St. George's, Grenada

Dear *Compass* Readers,

We sailed to Aruba from Europe on our 42-foot Bavaria via (yawn) hundreds of ports and islands. This is the best place we have been. But, do not anchor here — come into the Renaissance Marina.

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—Continued on next page

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—Continued from previous page

The whole town is within walking distance: entertainments, food, nightclubs beyond imagination. Jennifer's (the wife) hobbies are shopping and gambling. She is in heaven here.

For the girls, the nightclubs are full of tall Dutch young men, average height 6 foot 5. For the boys, leggy Dutch girls and Venezuelan girls who are a subtle mix of Spanish blood, Indian blood and plastic surgery.

Sail here if you can.

Cap'n Dicko and Jen Blamey

Dear *Compass*,

Chris Doyle wrote about progress in the Tobago Cays Marine Park in January's *Compass*.

For many years, full-time liveaboard cruisers have worked tirelessly to protect the natural beauty of the Tobago Cays by picking up trash on the islands and helping bareboaters anchor in the proper places. I can't count the number of times I and other cruisers have cleaned up the garbage on the islands, putting it on our boats and taking it to Union Island to dispose of properly. Or the number of times we went over to a bareboat charter party and suggested that they anchor in a place that would not damage the ecosystems.

It is also important to consider the impact to the local economy if we bypass the Cays and sail on to other destinations. I spent some time visiting with Walter, one of the old-time locals servicing the boats in the Cays. He confirmed that a number of cruising friends he has made over the years who came year after year have not been here recently, or, when they come, spend just a few days and move on. This has impacted his business and to make ends meet he has had to raise his prices for bringing bread, ice, and other supplies to the cruisers because there are fewer cruisers enjoying the Cays. "The charter boats are still here," he said, "but my friends are no longer coming or staying just a few days."

I also spent some time with Heather Grant, who manages Erica's Yacht Services in Clifton on Union Island, talking about this. She is also on the Board of Directors of the TCMP and thought my suggestion of an annual pass was worth considering. We talked a while about a price that might be acceptable to both the cruisers and the Board. The local service boats all pay an annual fee of EC$250 for a permit to work in the park. I suggested a similar fee for private yachts crewed by their owners for an annual pass. The pass would be sold at the TCMP office in Clifton, which would verify that the pass was issued to liveaboard cruisers on their private yacht, not in commercial use. Charters of any kind and private yachts with paid professional crew would still pay the daily park fee collected by the park rangers as would private yachts who did not wish to purchase an annual pass.



Should frequent repeat visitors to marine parks such as the Tobago Cays be able to purchase multiple-entry annual passes?

I had the opportunity to talk with Father Andrew Roache, Chairman of the Tobago Cays Marine Park Board, in early January. We had a nice discussion about the wonderful work the organization is doing in marking off the turtle grass to keep anchoring out of the area where there are now numerous Green Turtles living, and restoring the dinghy moorings near the reefs for snorkelers so that the reefs are protected. Their work is making a difference!

During my conversation with Reverend Father Andrew, I made a suggestion that he said warranted further consideration by the Board of Directors of the TCMP. My suggestion was to have a system that would allow private yachts crewed by the liveaboard owners to purchase an annual pass to the Tobago Cays Marine Park.

Unlike the charter boats, where the people are paying vast sums for a short vacation, many long-term cruisers are living on fixed-income retirement checks or limited budgets. Under the per person per day entry fee system, spending a few weeks every season in the Tobago Cays is now out of reach for many cruisers. We who have for years helped take care of the Tobago Cays can now no longer afford to enjoy them as we did in years past.

Another suggestion was to have some sort of a flag for pass holders to fly just below the St. Vincent & the Grenadines courtesy flag that announces to all that the boat is a "Friend of the Tobago Cays." [*Editor's note: There is a registered non-profit NGO in St. Vincent & the Grenadines called Friends of the Tobago Cays, so this name would not be available to park pass holders — unless, of course, they also joined this worthy environmental watchdog organization. For more information on Friends of the Tobago Cays, contact marlon.mills@gmail.com.*]

The intent of this is two-fold: First to recognize the significant work that cruisers have done to support the Tobago Cays in the past and to foster a sense of co-operation between the cruising community and the TCMP. And second, cruisers who are granted an annual pass would be expected to help the park rangers by continuing to assist newcomers to the park to anchor in the proper places and to set a good example of conduct in the Cays.

Heather told of another benefit to cruisers from the new park rules. Service boats are now held strictly accountable for their actions and courtesy to guests of the Tobago Cays.

—Continued on next page

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—*Continued from previous page*

A particular "bad boy" recently had his permit to work in the Cays revoked for 30 days with the warning that any further complaints against him would result in a permanent ban from any future work servicing guests of the Cays.

So far this is just a suggestion from myself to the TCMP Board. If you support my suggestion and would like to enjoy the Cays without the worry of daily fees, please let your voice be heard through the *Compass* or by writing directly to the TCMP Board at tcmp191@hotmail.com, phoning Father Andrew at (784) 485-8191, or stopping by the TCMP office in Union Island for a chat.

Sincerely,
Dalton Williams
S/V Quietly

Dear Compass,

I believe in giving credit when it really is due. Just short of three years old, my Kiss wind generator died. The instruction booklet that came with my unit claimed a three-year warranty. Upon my return in the spring, I dropped it off at their business in Chaguaramas to be repaired. I eagerly awaited the opportunity to put it back in operation as wind generation of electricity sure beats running the engine and heating up the boat.

I couldn't test it then until my return to *Sirius Endeavour* in the early fall as I readied her for a new season of cruising. We left almost as soon as we splashed the water and within one week we were in Martinique. Alas, the newly re-conditioned wind generator failed almost immediately, suffering a seizure in the real sense.

After an unreturned e-mail to Kiss, I phoned and spoke with Doug. Explaining the situation and asking for advice on what might be wrong, he paused and said, "Why don't I just send you a new unit, minus the blades and control?"

AND HE DID! It was waiting for me upon our arrival in St. Martin, just like he said. Thanks, Doug, for standing behind your products with service and integrity a cut above.

Don Freeman
S/V Sirius Endeavour

Dear Compass Readers,
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ATTENTION, PLEASE!

Anyone who sent e-mail to sally@caribbeancompass.com between January 16th and January 22nd, please re-send it. That e-mail in-box sprang a leak and sank without a trace!

Please do not send any spam, jokes, etcetera — just Compass-related e-mail.

Thanks

Dolly's Answers

1) Census of Marine Life
2) Global Ocean Observing System
3) Integrated Global Observing Strategy
4) Intergovernmental Oceanographic Commission
5) International Oceanographic Data and Information Exchange
6) Indian Ocean Tsunami Warning System
7) Marine Information Alliance
8) Ocean Observations Panel for Climate
9) Scientific Committee on Ocean Research
10) World Meteorological Organization





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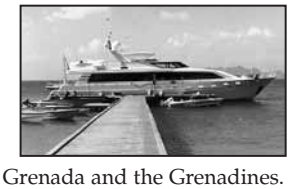
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Letter of the Month

Dear *Compass*,

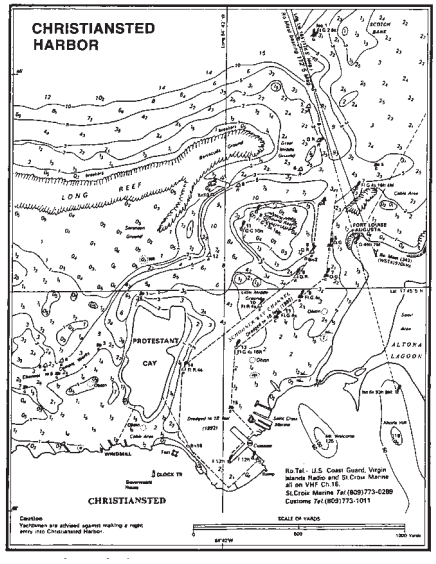
Regarding the article in the August 2007 issue of *Compass* by Aubrey Millard about his night-time entrance to Christiansted Harbor, St. Croix. Sailors who know the area advise against doing this, as through the years so many boats have grounded here (some ending up as total losses) that no one has an accurate count.

A medical emergency, however, made it imperative that *Veleda* enter at night. With it blowing hard, and a strong westerly set of the current, heaving to off the harbour entrance was not an option.

The use of a 20-year-old pilot book is acceptable, IF it were written by someone familiar with the area. But looking at the courses sailed by *Veleda*, it seems the author of the pilot book was not familiar with the island of St. Croix nor the entrance to Christiansted Harbour.

Aubrey and his wife safely got into the harbour and anchored by dint of good navigation, good piloting, good boat handling and a bit of good luck. I say this as *Veleda* passed between Buck Island and St. Croix; luckily they did not hit Channel Rock that has nailed a number of boats in the past.

The sailing directions in my first guide — the privately printed 1964 *Yachtsman's Guide to the Virgin Islands* — recommended using what was locally referred to as the "schooner channel". The guide said, roughly, "Head for the radio tower by Fort Louise Augusta, stand on in, leave flashing red 4 to starboard continue on in until you are very close aboard, run along the shore and gradually bear off." Then directions are given to the anchorage west of Protestant Cay.



These directions were repeated in my 1966 *Cruising Guide to the Lesser Antilles*, and again in its 1979 revision and expansion. In the '79 guide I strongly recommended not following the normal marked channel (as *Veleda* did), as using this channel requires two right-angle turns, a 500-yard run dead downwind, and usually two gybes — and then still you are not home free as you can easily clip the unbuoyed Little Middle Ground.

These directions have been re-printed in all Street's Guides since then, but in the later guides I said not to anchor west of Protestant Cay as the area is too crowded with local boats.

Also to keep in mind is the fact that electronic charts are no better than the charts they are copied from. The C Map chart of St. Croix is taken from an inaccurate NOAA chart. I can say without fear of contradiction that the Imray Iolaire chart A234 is the most accurate chart of St. Croix available.

The NOAA and BA charts of St. Croix have been compiled from surveys done in the middle 1930s, with updates. The Christiansted Harbor update is from a dredge company's 1990 survey that I discovered was in error when we were making our A234 in the early 1990s.

In about 1990 Captain Nick Castruccio, USN Ret., said that, racing in the regattas off St. Croix, the locals had an advantage as they knew where the coral heads and shoals were and could "rock hop" much better than visiting yachtsmen. He asked if Imray could do a very detailed chart from Salt River, east. We agreed to do it as I knew that in the middle 1980s NOAA had done an unpublished but very detailed survey of St. Croix, so detailed that they lost two inshore survey boats in the surf! Captain Nick promised that he and other members of the St. Croix Yacht Club would help.

I was given a copy of the dredge company's survey by the Harbor Master. The eastern side of the harbour did not look correct, so I got in the dinghy and, with a sounding pole, checked and found eight feet of water to within a boat length of shore, where the dredge company's survey showed shoal water. I asked questions and discovered the reason for the discrepancy. The dredge company needed a place to moor their equipment clear of the channel, so they dredged the eastern side of the harbour. But that was not allowed on their EPA permit, so they left it off their survey.

D.M. Street, Jr
Ireland

The Missionary Position for Cruisers

by Julia Bartlett

The Missionary Position is where you lie back on your air-conditioned bunk and ask — well, beg, might be a better word — for the money to maintain a cruising lifestyle. It works; that's all you have to do, and I jest not.

Now, in case you are thinking that such a cruising lifestyle means scraping by on a tiny sailboat, no air conditioning, no refrigeration, rowing ashore, only drinking at happy hour and eating enough for the week at Tuesday's pot luck, let me disillusion you.



Cruising on a 'heavenly' budget: the 70-foot, fully loaded Jireh

I am talking an immaculately maintained 70-foot trawler yacht, the best marina in town, a center-console RIB dink with a 50-horsepower outboard, a shoreside vehicle to go shopping at the mall in the next town, and a night guard to keep an eye on it all — just for starters.

This is not a scam: cruisers Brent and Sharon Borthwick are right up front about what they are doing with the money they receive in donations. Their website is complete with "donate now" buttons and, if you are moved to help these good folk, you can do so by credit card.

Here are some excerpts from their website, www.windword.ca, to give you an idea of their cruising needs:

January 2007

I do not have the money to haul the boat, but we have to do it. I do not have the money to fuel it up, but we have to do it. I just keep putting it all on my Credit Card, but how are we going to pay the bill? I know God will provide, but He wants me to tell you our needs. I am asking, please, anything you can do to help. Whatever God lays on your heart, if you are not sure it is God and it might be you, then double it, triple it, I don't know, maybe just give the whole bank! I am praying that $10,000.00 to come in right now. Maybe $20,000.00, we really need it now. I do not think you have ever heard me ask like this before, but if you usually give $25.00, maybe give $250.00 or $2,500.00. Maybe take $100.00 to $1,000.00, or even $10,000.00. We have no option if we continue as missionaries to make money other than through you all. We are God's servants asking His people for help. Can you imagine just 20 people at $1,000.00 each is $20,000.00! Please if you can, help us ....

May 2007

Please be in prayer as we are all exhausted. The stress of all that has happened, plus all the work we have been doing on the boat while getting it fixed. I am tired and my herniated disk in my back has been acting up again, so a fair amount of pain. I checked on the new invasive disk surgery down here, 30 minutes and up and about the same day, $25,000.00!!! Why does Canada do the old-fashioned surgery with 6 weeks recovery and lots of pain, plus waiting how long for the surgery? I have put all our expenses on my Master Card, and I do not know how we will pay the bill when it comes in. Diesel fuel, bottom repair, generator repair, stocking up on food, dockage,



WWW.WINDWORD.CA (2)

The Borthwicks, whose liveaboard missionary lifestyle is funded by donations solicited on their website

etc.... plus I have yearly boat insurance due the first week of June, about $7,000.00....

June 2007

Pray for our finances as we need to pay $7,900.00 for boat insurance for another year, due by June 10th. Seems impossible as our accounts are depleted, but I know God is in control, and He does not want us to stop now. We need fuel for the boat for this last leg of this part of God's ministry journey! Pray for strength.

July 2007

Please pray as we need to purchase a vehicle as soon as possible. We use the little boat to get to the villages on the river, but we need a vehicle to get to the churches and 100s of other villages in the area, and for teams. There is a perfect small Chevy pick-up for sale, four doors and seats 6, 4x4, turbo diesel so good on fuel, year 2000, and Guatemalan registry which is what we need. It is a little rough with dents, paint fade, oil leaks, etc., but it would be a great vehicle for us. They want $7,000 US, but I would like to try to get it for $5,000 if I can afford it. Another step of faith, so for now we walk, but please be in prayer about a vehicle for us.

Now, I always had a vision of missionaries as folk who moved into a community and lived, more or less, as the local people lived. It involved a lifestyle that really didn't do much for me, which goes to show how out of date I am. Nowadays, you swan up a river through the jungle, with all those horsepowers of engines guzzling fuel, and arrive in the local village cool, crisp and neat — fresh from your luxury yacht, full of the love of God. Cool.

If you don't believe that it's possible to fund luxury cruising by having a lot of people praying for you and exercising their credit cards, have a look at www.windword.ca. Now are you a believer?

There is a down side though. You have to preach to parents who send their children to Casa Guatemala, an orphanage, during the week because they can't afford to feed them at home. The volunteers at the orphanage live in rough wooden dormitories with no electricity, which means no fan, let alone air conditioning, and have to time their showers for the couple of hours a day the water is on, and manage with candles after dark. But I am sure that when they have read the Borthwick's web page they'll be moved to spare a little towards these cruisers' pressing needs.

Why am I left feeling that something's wrong here?

Perhaps I am just having one of my cynical days.



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WHAT'S ON MY MIND

Because of the large new marina being established in St. George's Lagoon, this subject is very much in the forefront of everyone's minds in Grenada. But before people get too excited and start offering half-baked, and in some cases impossible, schemes to eliminate yacht-generated pollution in St. George's Lagoon, let us look at the situation harbor by harbor in the Eastern Caribbean, starting with St. Thomas and continuing south to Grenada.

Fifteen years ago in St. Thomas, USVI, I was walking along the Charlotte Amalie waterfront, when a pick-up truck driver offered me a lift. It was an old friend whom I had not seen in 20 years. During that time he had gone to the States, obtained an engineering degree, returned and had been working as an engineer for the VI government for many years. The subject of sewage treatment came up. He reported that, at that time, St. Thomas's sewage treatment plant was so overloaded that 50 percent of it went into the sea untreated. Often the plant was broken down so all the sewage went in untreated. In the light of that, the amount of sewage generated by yachts in St. Thomas Harbor was immaterial. I mention this because the same situation exists today in many islands where population growth has out-stripped the infrastructure.

A Look at Marine Pollution

by Don Street

Although land-based sources may create the most marine pollution, yachts do contribute. In years gone by, although none had holding tanks, yachts were smaller and fewer. Their gradual discharge of sewage dissipated, broke down and caused little problem. But the exponential expansion of yachting, including increasing numbers of mega-yachts, has caused a real problem in some places.

Hopefully the USVI authorities will enact a law similar to that of the British Virgin Islands which states that holding tanks cannot be discharged within 1,000 yards of shore. This means that sewage in any quantity is discharged in deep water where there is a strong current. The effluent is quickly dissipated, breaks down and is not a pollution problem.

Yacht-generated pollution has been less of an issue in some harbors than in others. In Christiansted, St. Croix, for example, the ocean swell comes in over the long reef, filling a harbor that has as its only exit a narrow channel. This creates a really good self-cleaning current.

Wickam's Cay, Tortola, on the other hand, is an enclosed body of water with no circulation and plenty of yachts. But still, in comparison to the shore-created pollution the yacht pollution is minimal. When Village Cay Marina was being built there, the marina's general manager at the time, John Ackland, hired a local team to do a survey of all the houses on the hillside that drains into Wickham's Cay. They tallied all the out-houses, the homes with improperly installed septic systems or no septic tanks at all, how many people lived in each house, etcetera. The result was rather horrific; the amount of sewage draining into the harbor produced by the houses on the watershed was infinitely greater than whatever could be produced by the yachts.

Maya Cove, the home of the BVI bareboat fleets, I do not think has too much of a problem as crews join a bareboat and depart, or arrive on a bareboat and depart; no large group of people resides permanently on boats in Maya Cove. Marina users are, of course, encouraged to use shoreside toilets.

Most other harbors in the BVI are wide open, with plenty of natural water flow. Likewise, Anguilla, Barbuda, Statia, St. Kitts, Nevis, Montserrat and Dominica all have large, open harbors.

But Simpson Lagoon, St. Maarten, has a problem. It is an enclosed body of water, shallow, without sufficient tidal circulation through its two narrow entrances to flush it out. In addition to land-based pollution, to my knowledge there is as yet no "no discharge" rule, or even one forbidding the emptying of holding tanks. Each year this lagoon becomes more polluted, to the point that I do not know which is worse: to fall into it and drown or fall into it and be rescued.

Jolly Harbour in Antigua is one of the most environmentally friendly marina developments in the Caribbean. The way they save, use and re-use every drop of rainwater that falls is too long to describe here, and besides that, they have an excellent sewage-disposal plant. Again, boaters are urged to use shoreside toilet facilities, thus minimizing yacht-induced marine pollution. Hopefully the management will add a "no discharge" rule.

Farther east, Antigua has a problem. Although the marinas there encourage use of their toilet facilities and offer a pump-out-truck service for holding tanks, in Falmouth Harbour I know of no regulation that actually requires yachts to go out of the harbor to discharge their holding tanks. As a result, an unknown quantity of yacht sewage is pumped directly into the harbor. Residents point out that annually, almost all the yachts have departed by June, leaving Falmouth Harbour virtually empty until late November when the yachts start arriving for the season. They report that during the summer, the harbour starts cleaning itself, to the point that by October it is a pleasure to swim in. But in November, the whole pollution process starts again.

—Continued on next page

Read in Next Month's *Compass*:

Hummingbird's Cuban Cruise
The Chartering Life Revisited
Notes from a Carriacou Sloop
... and more!

—Continued from previous page

English Harbour has less of a problem: the outer harbour is quite clean; only the inner harbour is stagnant and polluted. It was proposed in Nelson's time, 200 years ago, to dig a ditch through the narrow neck of land between English and Falmouth Harbours to provide water circulation to minimize pollution. This almost happened in the 1980s. Why it did not is too long a story to present here.

Falmouth and English Harbors can be cleaned up considerably if the Government of Antigua would do as the BVI government: require all yachts to be 1,000 yards offshore before discharging their holding tanks. But would this drive the mega-yachts to St. Maarten, where they can discharge while in Simpson Lagoon? It is time for the yachting industry in St. Maarten and Antigua to co-operate and BOTH get their governments to pass a "no holding-tank discharge" law.

In the French islands, the amount of sewage discharged by the yachts is minimal in comparison to the municipal sewage discharge.

In St. Lucia, an independent survey done a number of years ago by a group from the UK showed that there, too, the majority of pollution was from land-based sources — runoff from outhouses, poor septic tanks and untreated sewage from Castries and other towns.

St. Lucia has, at present, the yacht-based pollution situation pretty much under control, however. When Rodney Bay Marina was built 25 years ago, they installed a state-of-the-art sewage treatment plant, adequate for the original marina. Like other marinas, they encourage yachtspeople to use the shoreside toilets. If the sewage treatment plant is expanded to take care of the expanded marina, and yachts with holding tanks are forbidden to discharge inside Rodney Lagoon, and the same thing is done in inner Marigot Bay, the situation in St. Lucia should be well under control.

Except for Blue Lagoon, anchorages in St. Vincent are all open with plenty of current to dissipate discharge from marine toilets. In the Grenadines, too, nearly all anchorages are open with plenty of water flow. So all is well, as long as yachts with holding tanks do not discharge them until they are, as is required in the BVI, 1,000 yards offshore. The Tobago Cays Marine Park has a "no discharge" rule.

Now we come to St. George's Lagoon, Grenada. Pollution in this lagoon cannot be blamed on the yachts. When I first arrived in Grenada on *Iolaire* in March of 1961, the channel into the lagoon had been dredged only about a year previously. There were just two other boats in the lagoon: the 40-foot motorboat *Papagayo* with Dodd Gorman sitting on the stern, and a 45-foot gaff sloop owned by Laddie McIntyre's older brother. But the lagoon was already well polluted by the run-off from outhouses and poor septic tanks and direct sewage from the local system. As years went by, the area around the lagoon became more and more populated and pollution increased accordingly.

Port Louis Marina does have options, like building their own sewage treatment plant and urging those on yachts to use the marina toilets. Then make it an absolute rule that there can be no discharge from holding tanks within the lagoon. If it is impossible to build an adequate sewage treatment plant, another solution would be to run the sewage untreated through a LONG discharge pipe, long enough to reach deep water and the strong north-south current off the west coast of Grenada.

On the south coast of Grenada, the harbors are large enough, and the yachting population small enough (so far) that sewage from yachts is not a problem and will not be a problem as long as yachts, especially mega-yachts, do not discharge their holding tanks in harbors.

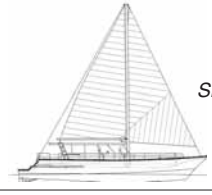
It is time for ALL the islands to enact the same law as has been enacted in the BVI: no discharge of holding tanks within 1,000 yards of shore.

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1992	29'	Dix Caribbea Sloop *(Reduced!)*	US$ 18,000
1999	30'	Henderson 30 (RacingYacht)	US$ 60,000
1978	34'	Steel Sloop: ROB	US$ 45,000
1986	36'	Lavranos Tosca	US$ 53,000
1989	36'	Reinke Super 10 Steel Sloop	US$ 45,000
1977	36'	Roberts (HomeBuilt)	US$ 40,000
1977	37'	Gin Fizz *(Reduced for quick sale!)*	EU$ 30,800
1987	38'	Warrior	US$ 120,000
1968	39'	Cheoy Lee Off Shore 40	US$ 95,000
1978	40'	Atlantic 40	US$ 70,000
2002	40'	Panoramer 40 (Aluminium)	SOLD!!!
1999	43'	Wauquiez Pilot Saloon	EU$ 247,500

YEAR		TYPE	PRICE
1985	43'	Gitana	US$ 115,000
1999	44'	Finngulf *(Reduced!)*	US$ 209,000
1988	44'	Hylas	US$ 250,000
1992	45'	Fortuna	US$ 150,000
1991	50'	Celestial Pilothouse	US$ 268,000
1987	51'	Beneteau Idylle 15.5	US$ 160,000
1988	52'	Grand Soleil	US$ 275,000
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

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2002	37'	Fountaine Pajot	US$ 325,000
2001	43'	Lagoon Catamaran *(Reduced for quick sale!!)*	US$ 349,000
1998	47'	Gancel Catamaran	US$ 168,000
1980	54'	Norman Cross Trimaran	US$ 295,000
1995	55'	Custom Built Trimaran	US$ 350,000
1991	55'	Lagoon Catamaran	US$ 559,000
1990	72'	Alumarine (Lougebin) Catamaran	US$1,190,000

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Always enjoy the Compass which allows me to stay current on 'de Caribbean ting'!



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TORTOLA - ARAGORNS STUDIO looking for 2 employees.Welder/Workshop manager and shop assistant required at our busy Art Studio in Trellis Bay, BVI.Ideal candidates are a couple with artistic inclination living on their own boat and looking for shore side employment in a US$ economy. Still interested to hear from a lone welder! Info contact Aragorn Tel (284) 495-1849 E-mail dreadeye@surfbvi.com

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BOAT FOR SALE



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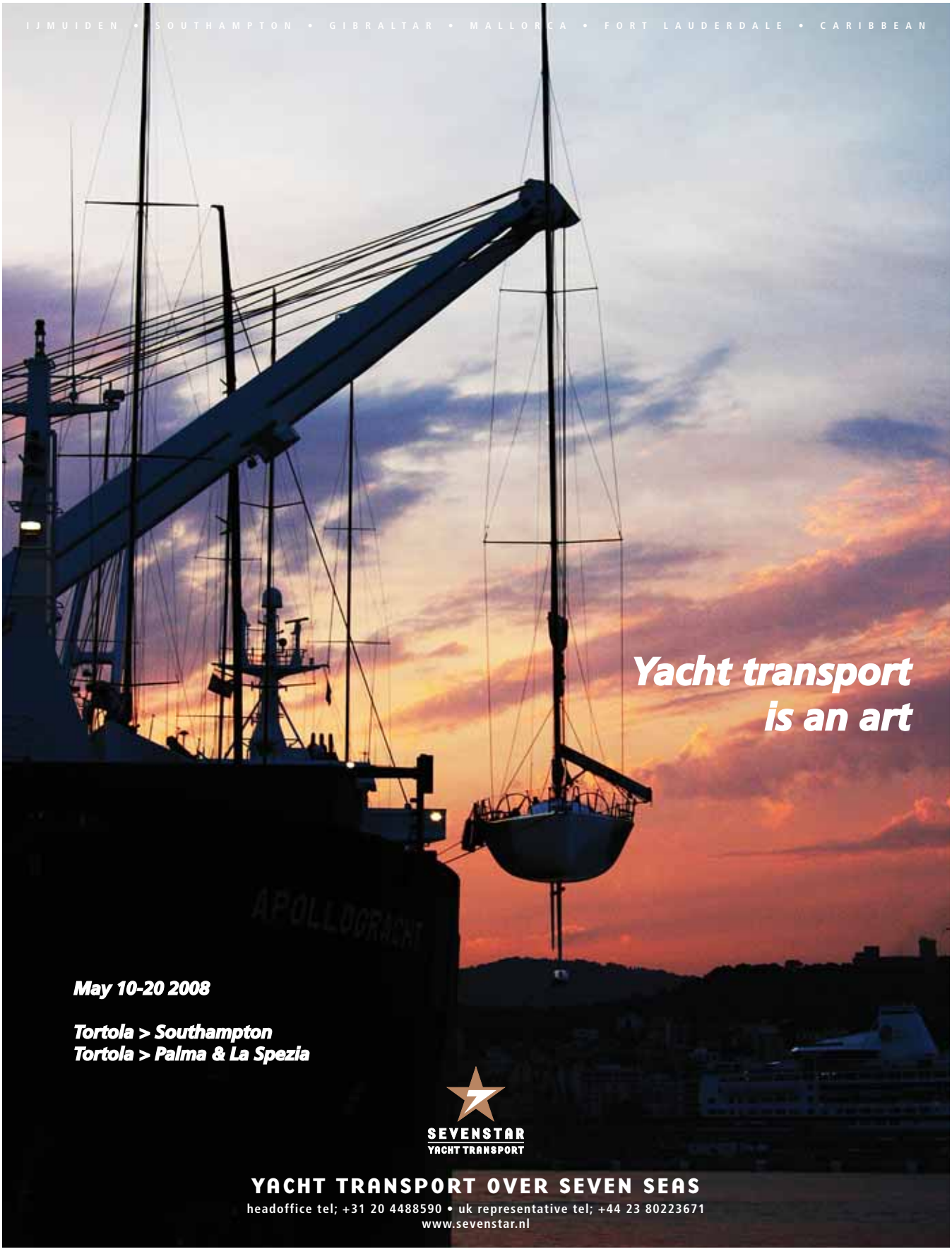
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What's New at Island Water World

February



ODYSSEY AIR FLOOR 270 INFLATABLE:

The Odyssey Air Floor is the perfect choice for those who want an inflatable which stores extremely compact and light while still being quick to get on the water. The tapered tube design allows for more room in the bow while the inflatable V-hull allows the boat to track straight in rough chop.

Features include: Lightweight High Pressure V-Hull Air Floor, Fomex® collapsible marine-grade transom, Hypalon tube with lightweight rub rail, Reinforced molded tube ends with wear patches, Externally mounted oars & oar locks.

Heavy duty 17" tude diameter making it a dry boat. Available in Hypalon. Overall Length: 8'10" / Capacity: 3 passengers

Price: $ 1,620.00 (incl. discount)

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Tin Free

Developed as an alternative to tin-based antifouling paints to protect against the harshest marine environments using the newest biocide technology. Provides equivalent protection to tin-based formulas.

$ 180.00* *(incl. 20% discount)*

AIR-X MARINE WIND GENERATOR

- *Much less sound*
- *Improved battery charging*
- *Corrosion resistant*
- *Maintenance free*

Special price:

$ 950.00*



SIGMAR MARINE WATER HEATERS COMPACT SERIES:

SIGMAR marine



NEW

These heaters are compact and plumbed for main engine and additional generator water heating circulation ports. Manufactured in 316 stainless steel and cased in a sturdy compact plastic shell.

QK31218	$ 320.95	20 Liter	110 Volt	- 17" L x 14.3" W x 14.1" H
QK31228	$ 320.95	20 Liter	220 Volt	- 17" L x 14.3" W x 14.1" H
QK31418	$ 466.95	40 Liter	110 Volt	- 26" L x 14.3" W x 14.1" H
QK31428	$ 466.95	40 Liter	110 Volt	- 26" L x 14.3" W x 14.1" H

BRUNTON SOLARFLATS:

BRUNTON

Multi-purpose trickle charger for battery maintenance

SolarFlats are designed for optimum performance in any environment. Constructed with amorphous thin film, the weatherproof SolarFlat does not require bright light to function properly. Instead low-light, overcast days can still provide power.



NEW

GB10018
1.8 watts

GB10050
5 watts

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