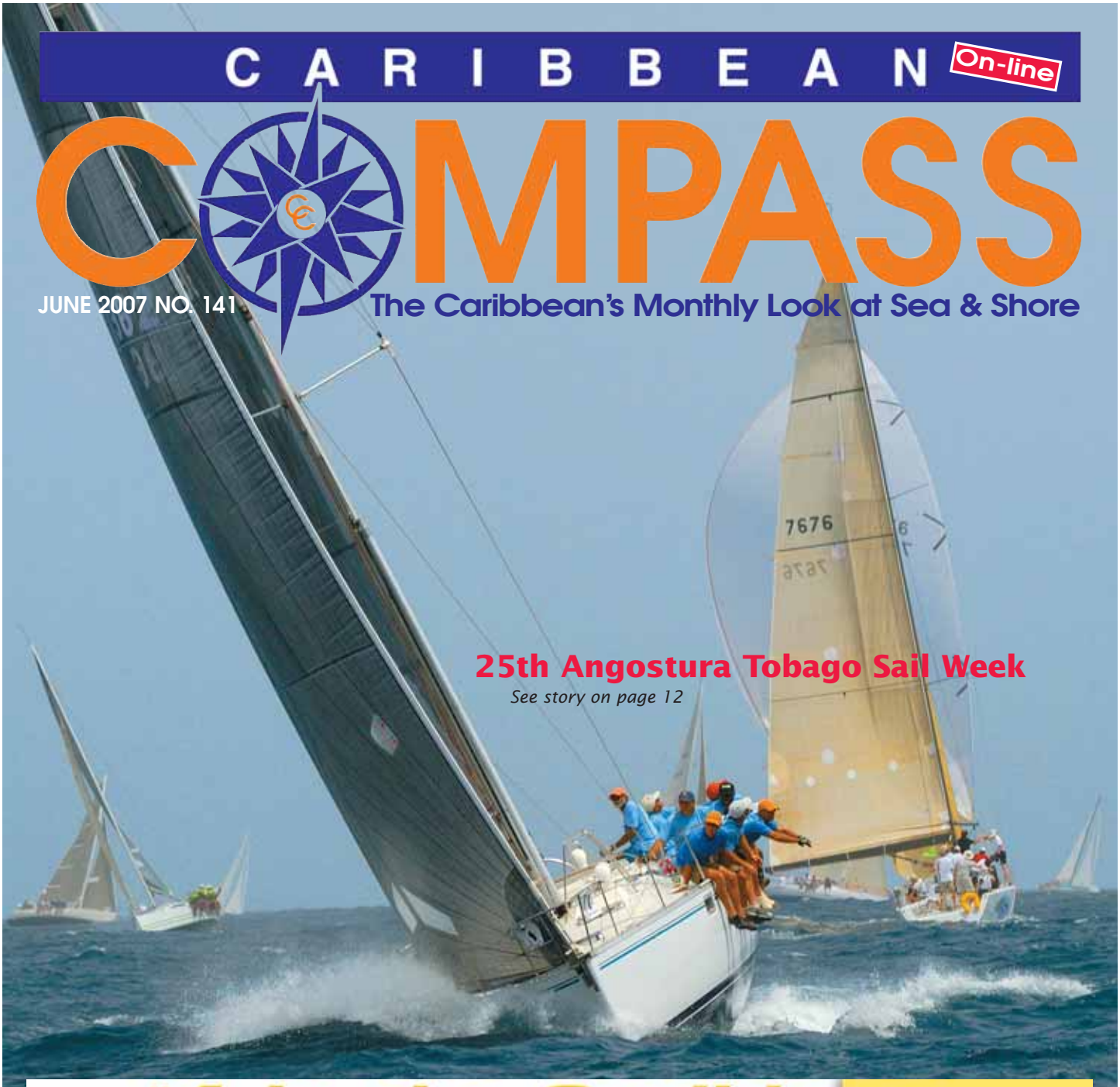
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The Caribbean's Monthly Look at Sea & Shore



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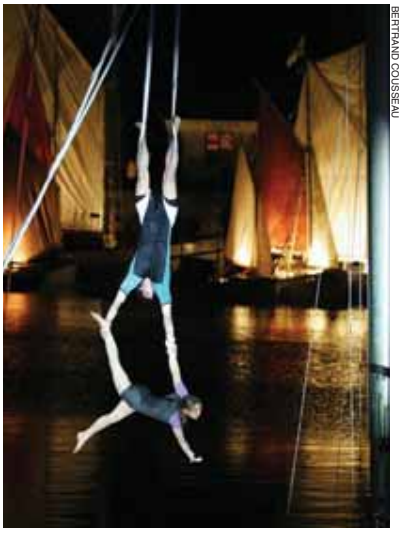
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Info & Updates

Yacht Acrobats Perform

Stéphane Legendre reports: On April 25th and 26th, parts of the docks at Marina Bas du Fort in Guadeloupe were emptied of boats to make way for a most unusual performance. "Navigartistes" Franck and Delphine, a French cruising couple, used the mast, boom and spinnaker pole of their 40-foot yacht for a circus-worthy acrobatic show. Their two-hour act on the deck and in the rigging of *La Loupiote*, easily viewed by spectators on the surrounding restaurant terraces, was one of the best I have ever seen. *La Loupiote* is sailing to Canada for the summer, where 20 performances are already planned along the St. Lawrence River. We hope they'll come back to the Caribbean for the winter! *For more information visit www.voilierspectacle.com.*



BERTRAND COUSSEAU

Missing Sailors

The US Coast Guard has suspended active searching for four sailors who departed St. Thomas, USVI, on April 30th bound for Annapolis, Maryland, and encountered heavy weather off the North Carolina coast. However, all mariners are still encouraged to continue to be on the lookout for the 54-foot Little Harbor *Flying Colours* and its crew.

The search for *Flying Colours*, crewed by Patrick "Trey" Topping, age 39, Jason Franks, 34, Rhiannon Borisoff, 22, and Christine Grinavic, 25, began on May 7th when watchstanders at the Rescue Coordination Center (RCC) in Portsmouth, Virginia, received a signal from an EPIRB at 0330 hours. The RCC lost contact with the EPIRB at 0700. The signal location reportedly put *Flying Colours* at 35° 52'N, 74° 7'W, about 160 miles southeast of Cape Lookout, where she apparently encountered seas over 30 feet and 45- to 60-knot winds produced by Tropical Storm Andrea.

Coast Guard search crews from Air Stations in North Carolina, Florida, Massachusetts and Georgia, and the Coast Guard cutters *Tampa* and *Staten Island*, were joined by two US Navy P3 search crews from Naval Air Station Jacksonville, Florida, and C-130 crews from Moody and Patrick Air Force Bases and the Rhode Island, New York, Georgia and North Carolina Air National Guard. They searched an area of more than 282,000 square nautical miles.

"Suspending a search is always a difficult step for the Coast Guard because we understand the impact that it has on the families involved," said Rear Admiral Larry Hereth, Commander, Fifth Coast Guard District. "In the last six days, Coast Guard cutters and aircraft, along with numerous Department of Defense aircraft, searched all of the likely and even unlikely areas where the crew could be. Sadly, the threshold of survival seems negligible."

A search-and-rescue case is not closed until the search object has been located. According to friends, the crew of *Flying Colours* were experienced. Topping, *Flying Colours'* skipper, and Franks, who had skippered the classic Fife ketch *Adventuress* out of Newport, Rhode Island, are both licensed captains. Grinavic had been working as a deckhand on the 160-foot charter schooner *Arabella*.

—Continued on next page

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Cover Photo Wilfred Dederer: ANGOSTURA SAILING WEEK 2007
Wayward on its way to overall first in Cruiser/Racer Class

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—Continued from previous page

Meanwhile, the Coast Guard rescued nine people from three other boats caught in the same storm, and solo sailor John Fildes, age 32, was rescued from the Open 40 racer *Dangerous When Wet* by the cruise ship *Crown Princess* on May 14th, after departing St. Maarten on May 9th bound for Newport.
Please report any sightings of Flying Colours *or its crew to Coast Guard Petty Officer Wadlow, tel (757) 636-2431.*

Gli-Gli's Leeward Islands Adventure
During the month of May, the traditional Carib dugout canoe *Gli-Gli* sailed from Antigua to Tortola, visiting Nevis, St. Kitts, St. Barts, St. Maarten, Anguilla and Virgin Gorda along the way.



Expedition organizers say that the voyage was undertaken to celebrate the tenth anniversary of *Gli Gli's* launching and to continue the mission of her 1997 expedition from Dominica to Guyana, by symbolically reuniting the Carib descendants of the Leeward Islands. The expedition drew attention to the role the Carib people have played in the region's history and culture and promoted recognition of the Caribbean's largest surviving indigenous tribe. Throughout the expedition, the crew of 11 Kalinago-Caribs from Dominica presented slide and video shows and gave traditional musical performances for schools and heritage groups.
Paulinus Frederick of *Gli-Gli* told listeners in Nevis, "Our ancestors were the first inhabitants of this region.... We have been protecting our islands and we have also been protecting our culture... We are here to raise the consciousness of the Leeward Islands and to make persons aware of the role that we have played in the development of this entire region."
For more information visit www.gliglicaribcanoe.com.

CMA's First AGM
The Caribbean Marine Association (CMA) is a regional association geared towards the development of the yachting industry within the Caribbean Basin. Its aims are:
• To compile and share experience, ideas and information, and to improve international communications between all members and other related organisations.
• To encourage all within the yachting industry to adopt best practices and standards that are designed to preserve, protect and enhance the quality of the Caribbean waters, the Caribbean environment and the nautical tourism experience.
• To offer non-political advice and assist all Caribbean governments, regional tourism organisations and other NGOs on policies and challenges which influence the yachting industry.
The first Annual General Meeting of the CMA was held on May 8th in Antigua at the Antigua Yacht Club. Present were Tommy Johnson, Donald Stollmeyer and Sharon McIntosh of the Yacht Services Association of Trinidad & Tobago; Jeff Boyd of the St. Maarten Marine Trades Association; John Shirley and Sam Welsh of the Marine Association of the British Virgin islands; John West of the St. Vincent & the Grenadines Recreational Marine Association; Justin Evans of the Marine and Yachting Association of Grenada; Keats Compton of the Marine Industries Association of St. Lucia; Nigel Benjamin of the Antigua & Barbuda Ministry of Tourism; and John Duffy, George Clarke, Jonathon Cornelius and Penny Tyas of the Antigua & Barbuda Marine Trades Association.
Among topics discussed at the meeting were the need for collection of yachting statistics, a regional safety and security project, harmonized Customs and Immigration procedures throughout the region, further banning of the use of TBT anti-fouling paint, and a follow-up to the regional yachting study done by the United Nations Economic Commission for Latin America and the Caribbean (ECLAC) in 2003.
For more information on the CMA visit www.caribbeanmarineassociation.com.

Antigua to Malta Solo Sail
On May 14th, 31-year-old solo sailor Eleandro Buhagiar set sail from Antigua aboard his 37-foot sloop in an attempt to become the first Maltese to sail from the Caribbean to Malta. According to a report by Joanna Ripard in *The Times of Malta,* he plans to stop in the Azores and Portugal before entering the Straits of Gibraltar into the Mediterranean.
Writes Ripard: "An electrical technician by trade but adventurous by nature, he left his old life in Malta behind in late 2001 and headed off to the Caribbean to work on boats. He is a self-taught sailor and proceeded to obtain a skipper's license.

—Continued on next page

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—*Continued from previous page*
"He first spotted *Mahina*, a 1975 Swedish-built ocean cruiser, anchored in Antigua in November 2004. He bought her the following April…. Ever since, Mr. Buhagiar has divided his time between working on crewed yachts around the Caribbean, the East Coast and the Mediterranean, and working on refitting *Mahina* while sailing her around the Caribbean. His father travelled to Trinidad & Tobago to help his son with the ambitious refit in September 2005."
As crew aboard the Swan 56 *Lolita*, Eleandro raced in Antigua Sailing Week 2004, and the St. Maarten Heineken and BVI Spring regattas in 2005.

Donna Does It!
On May 16th, solo sailor Donna Lange sailed into Bristol, Rhode Island, to complete a 31,400-nautical-mile circumnavigation. Donna, well-known in the Virgin Islands as a singer-songwriter as well as a liveaboard sailor, did the deed aboard her *Inspired Insanity*.
Hers is quite a story. According to www.donnalange.com, Donna lived most of her life in upstate New York, working as a nurse and raising a family. She is 46 years old, a mother of four and a grandmother of two. Her life changed in 1998. Her 20-year marriage ended. And one night, driving home from work, she accidentally hit a truck, which careened into a sport utility vehicle carrying five people. All five were killed. Lange survived, but the accident scarred her. She says she suffered from post-traumatic stress disorder and struggled to move on. She saw an ad for a chef on a tall ship in Baltimore, Maryland, and left New York in search of answers. She fell in love with the sea and learned how to sail.
"I had this vision of sailing around the world, and it just stuck," she says. She bought *Inspired Insanity* in 2000 for US$18,000, all the money she had. The boat was built in Bristol in 1982 by the C.E. Ryder Corp. It's a sturdy boat but considered small for a circumnavigation. "The 28-foot Southern Cross was not built to do what I did. But I needed a boat that was my size, one that I could handle." Donna stands five-foot-two.
In 2002, she sailed from the USVI to Ireland and back. That trip gave her the confidence to attempt a voyage around the world. On a previous stop in Bristol, she had fallen in love with the town and its seafaring tradition. She returned to Bristol to refurbish her boat and stock up, departing on November 11, 2005, for the first leg of her circumnavigation, a 168-day sail to New Zealand. She left New Zealand in November 2006. The sail across the South Pacific and around Cape Horn took 48 days. She rested in Argentina before continuing north to revisit the Virgin Islands, where she is a legal resident. From the VI she sailed to Bermuda, then on to Rhode Island. A knock-down between the VI and Bermuda nearly ended the trip. Donna says the journey was about more than piling up sea miles. "I wanted answers," she says. "But I wanted to know it right. I didn't want people to tell me. So I went to the sea."

Antigua Holds Yachting Symposium
There has been a breakthrough in Government/yachting industry relations in Antigua. On May 16th , the Prime Minister of Antigua & Barbuda, the Hon. Baldwin Spencer, broke an appointment with his Cabinet to chair a meeting with representatives of Antigua's yachting industry. Fifty elected delegates from all sides of the marine industry including the police, Customs, Immigration, the Marine Association, regatta organisers and various special interest bodies met at the Antigua Yacht Club Marina Restaurant courtesy of Carlo Falcone.
The guests were welcomed by the Prime Minister followed by the Hon. Harold Lovell, Minister of Tourism, who outlined the purpose of the Yachting Symposium and the agenda which would comprise three subjects: Safety & Security, The Bureaucratic Environment, and Marketing & Promoting the Sector. Mr. Lovell stated he realised that the industry was much broader than the three items on the agenda but he felt it was better to focus on a few subjects and visit other subjects at a later date.


ANTIGUA MINISTRY OF TOURISM

Prime Minister the Hon. Baldwin Spencer (left) and Minister of Tourism the Hon. Harold Lovell headed meeting to address yachting issues

President of the Antigua & Barbuda Marine Association, John Duffy, introduced the subject of Safety & Security. He stated that crime in relation to the yachting industry in Antigua was not a major issue and that yacht skippers reported Antigua to be the safest island in the Caribbean. However, crime is on the increase, mainly drug related, and efficient policing is required to prevent crime becoming as major an issue in Antigua as it is in some other Caribbean islands.
A lively discussion followed with many contributions from the audience, and the Prime Minister responded positively to their questions. In general, there was a concern about the lack of effective police coverage and commitment. Mr. Lovell summed up the discussion and both he and the Prime Minister agreed to address some issues immediately which could be dealt with without reference to Parliament or changes to the law. Other changes would need study and consideration and, if necessary, legislation.
The discussion on The Bureaucratic Environment was introduced by George Clarke, a Director of the Marine Association. Mr. Clarke laid heavy emphasis on the problems yachts encountered when entering and leaving Antigua, with particular reference to the superyachts which have large quantities of "toys" on board for charter guests. He illustrated the problem by reference to one yacht which, in Antigua, was required to complete a form which contained 1,700 entries, yet when clearing into the UK the same inventory requires only 19 entries. He also referred to delays in clearing goods and containers through the port of St. John's.
Accepting that there had been problems with the CARICOM visa as a result of the Cricket World Cup, Mr. Clarke claimed that Immigration procedures were still far too slow, bureaucratic and, sometimes, unfriendly.
An extremely lively discussion followed which included a call from the back of the room for the resignation of the head of Customs, loudly cheered by many present.
The meeting had now extended far beyond the allotted time and the Minister of Tourism summarised the concerns expressed by the audience and the areas which need addressing. The Prime Minister, now well overdue for his Cabinet meeting, was forced to leave but expressed his thanks to those present and advised them that he found it much more useful being at the meeting than he would have done had he received a report from the Minister of Tourism.
—*Continued on next page*

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—Continued from previous page
After a break for lunch, generously provided by Antigua Yacht Club Marina Restaurant, the symposium resumed to discuss Marketing & Promoting the Sector. To some degree the steam had gone out of the meeting and the subject did not fit well with the pre-lunch subjects. However, an interesting presentation was given by Carlo Falcone on some of the proposals in the pipeline for improvements to the yachting industry in Antigua. The presentation was followed by suggestions of various other areas where marketing could be improved, in particular, the direct private-jet-to-yacht service provided at Antigua airport.
Again the Minister of Tourism summarised the discussion and Nigel Benjamin, Yachting Liaison Officer, thanked the Minister and those present and, in his absence, the Prime Minister, for their time and attention to the subjects under discussion.

Please Don't Anchor on the Art!
Jason Taylor reports: Late May saw the installation of over 50 new statues at the underwater sculpture park at Moliniere Bay, Grenada. These include "Vicissitudes", a work comprising 26 cement statues,



weighing over five tons and covering an area of 25 square metres. With the backing of the Grenada Board of Tourism and the Department of Fisheries, the project aims to help re-generate the marine habitat and provide an unusual and exciting attraction for visitors. It is the only project of its kind worldwide.
Boaters are asked not to drop anchors in Moliniere Bay due to the risk of damaging these unique works of art. Donations toward another fixed mooring would be gratefully accepted.
For more information visit www.underwatersculpture.com.

Jolly Harbour Yacht Club Moves
Pippa Pettingell reports: On June 1st, the Jolly Harbour Yacht Club of Antigua moved its headquarters to the BBR Sports Bar. The new venue provides better facilities for visiting yachtsmen, including showers and a swimming pool. There are also discounts available for JHYC members.
Thanks to those who visited our recruitment stand at Jolly Harbour during Antigua Sailing Week. We not only recruited new members, but welcomed some past members back to the Club. The event T-shirts were popular, and we are pleased to see people wearing the new club logo with pride!
For all the latest on Jolly Harbour Yacht Club, please visit our "all new" website, www.jhycantigua.com.

Dominica's Dive Fest
With continued focus on the sport of scuba diving and an honor roll of sponsors, Dominica's 14th Annual Dive Fest will take place from July 6th to 15th.
This year's Dominica Dive Fest will include photography workshops, a photo contest and new equipment demonstrations. *Dive Training Magazine* will host photography workshops with two of their staff photographers and writers, Barry and Ruth Guimbellott, who will also be the guest judges of the photo contest.
Welcoming back Cable & Wireless as the premier sponsor of the Dive Fest, and the continuing sponsorship and support of Dominica Watersports Association, the Fest will feature many activities for divers and non-divers alike including a wine-and-cheese cruise, whale watching, treasure hunt, traditional boat races, happy hour dances and the awards dinner featuring great prizes including cases of Dominica's award--winning Kubuli Beer. Dive Fest sponsors, including Oceanic (Heads Up Display (HUD) masks) and SeaLife/Pioneer (amphibian digital cameras), will be showcasing their products.
Dominica continues to be recognized for its sustainable tourism efforts, including being the first country in the world to receive Benchmarking designation from the prestigious eco-tourism organization Green Globe 21, and ranking as the only Caribbean destination in the top five "happiest countries on earth" in the



Happy Planet Index (compiled by Britain's New Economics Foundation).
For more information on the Dive Fest contact Marie@adams-pr.com.

Moorings for Nevis
The installation of 100 yacht moorings by the BVI-based company Moor Seacure Limited will begin along the west coast of the island of Nevis in August. The moorings, suitable for yachts up to 60 feet, will be placed in designated areas from Oualie Beach to Gallows Bay.
This news comes from Nevis Air and Sea Ports Authority General Manager Spencer Hanley, who tells *Compass*, "We are trying to develop our yacht tourism product in Nevis and at the same time protect the seabed and marine life. Hence, we have decided to install professional moorings which will be hydraulically embedded 15 feet into the seabed, as we believe that yachtspeople prefer to tie up to a mooring rather than drop anchor. These moorings will be installed offshore at a distance of 400 to 500 feet.
The price for use of these moorings has not yet been determined, as we are still researching the matter with other jurisdictions. However, once the price is determined it may be necessary to make adjustments as we learn more about the industry. We have not yet determined whether it will be mandatory to use the moorings."

—Continued on page 35



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Ph: 758-452-8215
Fx: 758-452-9725

St Maarten
Electec, NV
Waterfront Road
25A Cole Bay
Sint Maarten
Ph: 599-544-2051
Fx:599-544-3641
electec@sintmaarten.net

St Thomas
Dave's Diesel Service
Compass Point Marina
6300 Estate Frydenhoj
Ph: 340-775-9912
Fx: 340-779-2457

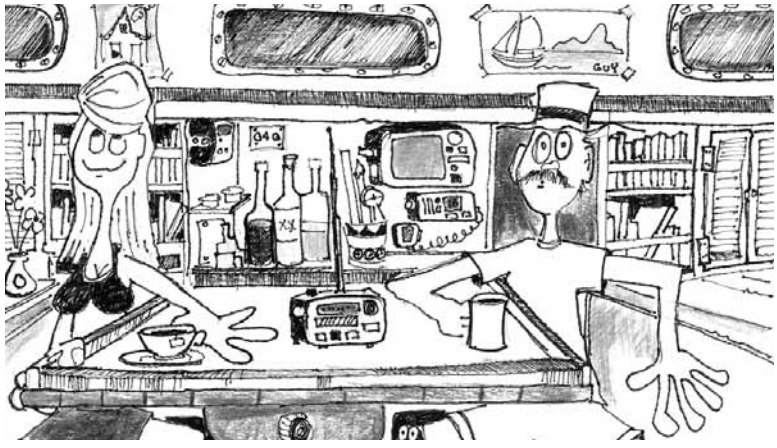
Trinidad
C.E. Tang Yuk & Co Ltd.
Coral Cove Marina
Chaguaramas
Trinidad
Ph: 868-634-2279
Fx: 868-623-6944

Dockyard Electrics Ltd
Crews Inn Hotel & Yachting
Center, Chaguaramas
Trinidad
Ph: 868-634-4272
Fx: 868-634-4933
Richard@dockyardelectrics.com

Tortola
Cay Electronics, Ltd.
P.O. Box 345
Road Town ,Tortola
British Virgin Islands
Ph: 284-494-2400
Fx: 284-494-5389
caybvi@candwbvi.net

Parts & Power, Ltd.
PO Box 850
Road Town, Tortola
British Virgin Islands
Ph: 284-494-2830
Fx: 284-494-1584
partspwr@surfbvi.com

NORTHERN LIGHTS®



SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0600	0200	NMG Broadcast	B	Wefax	USB
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Trinidad Emergency Net 9Z4CP (Eric)	3855	Voice	LSB/ham
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 2)
1100	0700	Caribbean Maritime Mobile Net	7241	Voice	LSB/ham (Note 3)
1130	0730	KP2G Caribbean Weather Net (George)	7086	Voice	LSB/ham (Note 1)
1200	0800	NMG Broadcast	B	Wefax	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 2)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 2)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
1800	1400	NMG Broadcast	B	Wefax	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net (George)	7086	Voice	LSB/ham
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0000	2000	NMG Broadcast	B	Wefax	USB
0330	2330	Offshore Forecast	A	Voice	USB

Frequencies (in kHz):

A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502,12788.
Caribbean Sea approximately 25 minutes later.
NMN.NMG are currently making changes. See www.nhc.noaa.gov/tafb-atl.sthml.

B) 4316, 8502, 12788, 17144.5

C) 4369, 8788, 13110, 17362, 22804. Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea.

Note 1: An in-depth voice report followed by faxes and SSTV, except Sundays.

Note 2: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssb.html

Note 3: At about 1115/0715 the Net Controller asks George for a Wx report, which George provides. Then George encourages listeners interested in a more detailed Wx report to go to his net on 7086 at 1130/0730. As this issue of *Compass* goes to press, a reader tells us, "George/Lou are now on 7250 instead of 7241 at 0700 - George begins the weather portion about 0710. He is not doing any weather updates on 7086 at 0730 at least until hurricane season begins."

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- If you are waiting for a "weather window", there is news, entertainment and sports on BBC at UTC 1100-1300 (5875, 6130, 9660, and 9750 AM), UTC 2100-2300 (5975, 9480, 9660, and 11675 AM) and American Forces Network 24 hours/day (5446.5, 7812.5, and 12133.5 USB).
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.

SELECTED CRUISERS' VHF NETS

English Harbour	0900	VHF 68/06	Daily
Grenada	0730	VHF 68	Monday-Saturday
Porlamar	0800	VHF 72	Monday-Saturday
Puerto La Cruz	0745	VHF 72	Monday-Saturday
St. Martin/Maarten	0730	VHF 14	Monday-Saturday
Chaguaramas	0800	VHF 68	Monday-Sunday
Union Island	0900	VHF 68	Monday-Saturday

Thanks to William Mills of Toucan I, *Teri Rothbauer (and the Ghost) of* FREE, *Dave Richardson of* Overstreet, *Betty Karl of* Parrothead, *Ellen Sanpere of* Cayenne III, *Frank Pearce of* Samhadi, *and John and Melodye Pompa of Second* Millennium *for radio information, which was correct to the best of our knowledge as this issue of Compass went to press.*

There are also non-English weather nets, such as "Hugonet" in German (0900 at 8140), too numerous to list here. Please check with your compatriots!

USCG Invites Comment on Continuation of HF Broadcasts

by Melodye Pompa

I received the following e-mail early in May from the US Coast Guard:

The US Coast Guard has published a request for public comment concerning the continuation of HF radio broadcasts of weather forecasts. The notice concerns forecasts by radiofacsimile, voice, and SITOR (Narrow Band Direct Printing). The Coast Guard's equipment for these services is obsolete, and before it invests in an infrastructure upgrade, it needs to determine the extent to which these services are used and what alternatives are available. The notice asks commenters to answer eight questions about themselves and these services. The comment period ends August 24th.

We value your opinion very much, but for your voice to be heard properly, you need to fill out the q on the docket at Docket Management System at http://dms.dot.gov/search/document.cfm?documentid=466958&docketid=27656. Your answers to the questions are very important. This issue directly impacts receiving weather broadcasts."

Russell Levin, USCG HQ
(202) 475-3555
Russell.S.Levin@uscg.mil

There are additional avenues for providing comments; you will find those noted on the website. The Coast Guard is looking for answers to very specific questions: your position within the maritime community, your primary sources for marine weather forecasts, whether or not you currently use Coast Guard HF radio broadcasts and if so, which of the three (voice, fax, SITOR), how critical are these broadcasts to your safety, what alternative sources for obtaining marine weather would you use if the Coast Guard broadcasts were no longer available, how the loss of the Coast Guard broadcasts would affect you, and where you operate your vessel.

It sounds to me, having read through the entire posting, that the Coast Guard is looking for data to justify requests for budget increases to cover the maintenance and upgrade of their equipment.

Many of us have alternate weather forecast sources, but equipment problems and scheduling difficulties can prevent Eric, George and Chris from their broadcasts, not to mention normal radio propagation issues preventing us from hearing them. More and more cruising yachts are making use of wireless Internet, but that, too, depends on the power being on at the wi-fi hot spot, the local Internet provider being operational, and our onboard computer and antenna device in good working order. If any of these components is not functional, our wireless Internet for weather is not operational.

The Coast Guard broadcasts are on four times each day, and on three to six frequencies each time, making it nearly guaranteed that each listener can get current weather info. Their service is critical during long passages and during hurricane season, when current and frequent weather information may be a case of personal safety.

The Caribbean Safety and Security Net urges you to sign on to the website and send your comments, *even if you are only an infrequent listener.* If the entire URL doesn't work for you, use just the website portion (http://dms.dot.gov) and search for 27656 which is the docket ID.

VHF WEATHER FOR PR, VI

Bill Brady reports: In Puerto Rico, the Spanish Virgins, the US Virgins and parts of the BVI, you can get the National Weather Service recorded weather on VHF weather channels 5 (162.450 MHz) and 6 (162.500 MHz). The forecasts, originating out of San Juan NWS Office, alternate between English and Spanish and include a local Marine Forecast. Channel 5 broadcasts out of the Isla de Culebra and Channel 6 out of St. Croix.

Understanding Caribbean Weather

Part Two

by Clayton Lewis

South Atlantic Hurricanes

In Part One last month, we discussed hurricane formation and how it applies to the Atlantic east of us here in the Caribbean. But the South Atlantic doesn't get hurricanes. Why is that?

Recall that most hurricanes are formed by the right interaction between the Inter-Tropical Convergence Zone (ITCZ) and a tropical wave (provided a few other factors co-operate too, like wind shear and sea surface temperatures — SSTs). But the tropical wave factory in Africa lies mostly between the Sahara and the African rainforest. That whole area is north of the equator. In the southern hemisphere there is no tropical wave factory in Africa and so tropical waves are rare in the South Atlantic.

Also, the ITCZ wanders around from season to season. It reaches about 15°N but only about 5°S, and at 5°S there isn't a strong enough Coriolis force to start rotation.

Furthermore, the water of the South Atlantic is colder than our North Atlantic and wind shear tends to be higher there. So SST and wind shear in the South Atlantic don't tend to be favorable for hurricane development.

So there are no — well, almost no — South Atlantic hurricanes. In March 2004 (the southern hemisphere equivalent of our September) the one and only ever recorded South Atlantic hurricane went ashore in Santa Catarina in southeastern Brazil. Since there was no ready list of names, it was named after the landfall. Hurricane Catarina was a Category 1. Scientists still debate whether it is one more sign of global climate change.

What Does a '30 Percent Chance of Precipitation' Really Mean?

Well, it doesn't mean that it will rain for 30 percent of the time and it doesn't mean it will rain on 30 percent of the area covered by the forecast.

What it does mean is that for any given spot in the area the forecast covers, there is a 30 percent chance of a measurable amount of rain during the forecast period. Measurable is usually defined as a 100th of an inch or 0.2 mm. So if the area of the forecast includes where your boat is, it would mean there is a 30 percent chance that your boat will get wet that day.

Percent chance of precipitation, or POP, can be a very subjective forecast and an individual forecaster's estimate could be biased, perhaps even deliberately. For example, some forecasters believe that people would rather be pleasantly surprised by a sunny day after being told it might rain, than be caught unprepared by rain when the forecast called for sun.

In their marine broadcasts, the US National Weather Service doesn't use percent chance of precipitation; instead they use descriptive terms. At the lowest end of the scale they say "isolated showers" or "few showers" if the POP is ten percent and "widely scattered showers" or "slight chance of rain" when the POP is 20 percent. "Scattered showers" or "chance of rain" means a 30 to 50 percent POP. "Numerous showers" or "rain likely" is a 60 to 70 percent POP. If the POP is 80 percent or greater but the rain is not expected to be continuous then they will use the phrases "occasional rain", "intermittent rain", or "periods of rain".

Scatterometers

Have you wondered what weatherman Chris Parker means when he talks about "scatterometer data"?

Scatterometers are microwave radar satellites that can see through any cloud cover and watch the sea surface. They record the changes in radar reflectivity of the sea due to the perturbation of small ripples by the wind close to the surface. Radar backscatter returned to the satellite is modified by wind-driven ripples on the ocean surface and, since the energy in these ripples increases with wind velocity, backscatter increases with wind velocity. With some fancy mathematical processing, wind direction is also determined from the radar backscatter.

A scatterometer called Quickscat was launched in 1997 with a two-year mission life. It still dominates the scatterometer data that we see as cruisers. There are several other scatterometers.

In short, scatterometers are satellites that monitor the sea surface and determine wind speed and direction.

Weather Models

The Caribbean forecasters often talk about weather models. What are they? In short, they are computer predictions. Every day (or oftener) weather conditions such as pressure, temperature, humidity, wind speed and wind direction are gathered both at the surface and at various altitudes. Sea surface temperatures, wave height and direction are included as well. All this data is fed to a computer program designed to solve the difficult partial differential equations of atmospheric physics.

The computer thinks of the atmosphere as a three-dimensional grid of points distributed in latitude, longitude and elevation around the globe. For each point in this grid it advances time in a short increment and computes (for this single short time in the future) a good approximation to the physics equations by using the data from all nearby grid points. Using this solution as a new set of input data it once again advances time and computes a second solution. By continuing in this way it computes a series of weather solutions marching off into the future. Since each solution is an approximation, eventually approximations of approximations wander too far from reality. The best computer models give very good results as far as a week out.

There are dozens of computer models. For internal US weather, for example, the grid is very tight and land shapes are taken into account. The models most relevant to cruisers and the ones we hear about most frequently are GFS (Global Forecast System) from NOAA, NOGAPS (Navy Operational Global Atmospheric Prediction System) from the US Navy, and GEM (Global Environmental Multiscale) from the Meteorological Service of Canada. These models ignore land shapes and concentrate on accurate longer term prediction of open ocean weather.

Cruisers' GRIB files for weather display the grid from the NOAA MMAB Operational Wave Model (wwave3). (Though lots of sources produce GRIB files.) COAMPS files are from the US Navy Coupled Ocean Atmospheric Prediction System.

SOME USEFUL WEATHER INFORMATION SOURCES

Tropical Weather Discussion
http://www.nhc.noaa.gov/text/MIATWDAT.shtml

Tropical Weather Outlook
http://www.nhc.noaa.gov/text/refresh/MIATWOAT+shtml/010919.shtml

Chris Parker
http://caribwx.mwxc.com/marine.html
See the website for the times/frequencies of his Marine SSB weather net six days a week.
For a fee he will send you daily e-mail updates.

Jeff Masters
http://www.wunderground.com/blog/JeffMasters
This is Weather Underground.

Eric Mackie
Every morning ham radio 3855 LSB 0630AST
Eric is also the Trinidad cable TV weatherman.

Local Forecasts
http://www.wunderground.com/cgi-bin/findweather/getForecast?query=piarco
http://www.weather.com/outlook/travel/businesstraveler/tenday/TDXX0002?from=36hr_fcst10DayLink_business
These are for Trinidad, the former is for Piarco and the latter for Port of Spain — neither is very good for the cruisers in Chaguaramas. It's easy to get local forecasts for other islands on these websites.

Virtual Buoy from Buoyweather
http://Buoyweather.com — enter a virtual buoy location anywhere you want.
Buoyweather uses the GFS model; it simply reports what GFS is predicting for your chosen location.
For a small fee you can have daily e-mails (either text or graphic format, your choice).

Offshore Waters Forecast for the Eastern Caribbean
http://www.nhc.noaa.gov/text/MIAOFFNT3.shtml?

Offshore Waters Forecast for the Tropical North Atlantic
http://www.nhc.noaa.gov/text/MIAOFFNT3.shtml?

Other weather tidbits came from books, online etcetera. Here are some sources:
http://Wikipedia.com
http://www.srh.noaa.gov/srh/jetstream/
http://www.nhc.noaa.gov/marinersguide.pdf
http://www.hurricanehunters.com/askus.htm
Clayton's (see footnote) favorite weather book (so far) is: *Mariner's Weather* by William P. Crawford, Norton Nautical Books.

Here are a couple of other sites for forecasts:
http://www.meteo.fr/temps/domtom/antilles/pack-public/marine/sea.jpg
http://windguru.cz/int/index.php?lang=eng (has some pre-set virtual buoys — faster than Buoyweather, also GFS, but you can't set your own buoy

Thanks to Clayton and Fiona Lewis of the yacht Argo *for this information.*

REGATTA NEWS

Belle Ile – Marie Galante 2007
Stéphane Legendre reports: For its fourth edition, the Trophee BPE transatlantic race was named after a famous French song: "Belle Ile – Marie Galante". After



the previous edition finished in Cuba, it was decided to end the 2007 edition at Marie Galante, Guadeloupe. The single-handed, one-design race, sailed on Figaro Bénéteau boats, attracted 27 participants this year, all male except for Liz Wardley who finished fourth overall. The race began on March 25th. It took the winner, Nicola Troussel, 21 days and 9 hours to cover the 3,436 miles between Belle Ile (an island off southern Brittany) in France and Marie Galante.
The arrival at Marie Galante was extraordinary as this island, not familiar with racing events, made every effort to welcome the participants. All racers say they will be back next time!
For more information visit www.tropheebpe.com.

Dominica Goes to Bequia!
Anthony Gunn and Hubert Winston report: The Dominica Yacht Club's (DYC) historic first outing saw a team fielded to race in the Bequia Easter Regatta, held April 5th through 9th. Anthony Gunn, Hubert Winston, Valence Victor and Allan Daisley entered *Rover* in the J/24 Class in the 26th annual running of this popular regatta. As far as the record shows, this was Dominica's first representation and introduction to a competitive sailing event. We were proud to be the first as this will not be the last in our efforts to promote Dominica sailing.
The DYC team was mostly a training effort and did not sail with spinnakers, but started and finished all races, ending as high as fifth, and placed sixth overall. All team members declared the entire weekend experience a great success not only for themselves but also for the DYC and for Dominica in general.
"So many people were very happy and impressed to see the big Dominica flag flying on the mother ship and to see a Dominica Yacht Club entry into regional racing," says Anthony. "This first participation into regional sailing is a great step for the DYC and for Dominica," adds Hubert. "We had a ball and were well received by everyone," confirmed Val and Allan, rounding out the DYC team.
The DYC has also entered the BMW J/24 Invitational Regatta in St. Lucia in May, and are looking at plans to continue racing the Dominica flag around the region over the coming years.
For more information visit www.dominicayachtclub.com.

Hat Trick for Pusser's Painkiller Thriller
Alastair Abrehart reports: Ewan Anderson won the BVI's Pusser's Painkiller Thriller for the third time in a row on April 29 with a blistering time of 44 minutes. His son, 17-year-old Sean, finished two minutes behind him. Event organizer Owen Waters was third. This windsurfer event is an open class format with any board or sail accepted. Pusser's Rum, event sponsor, is the Original Navy Rum that was served onboard ships of the Royal Navy for 330 years.
The race started off Scrub Island with a start line far enough east to give competitors room to clear the notoriously windless Beef Island Bluff. It was then a 20-mile downwind ride in the Sir Francis Drake Channel to the finish off the Nanny Cay lagoon.
Ewan sailed following the same strategy that has won him the event for the last two years — sail deep, follow the lifts along the south coast of Tortola and "go no farther than half way across the (Sir Francis Drake) Channel." At the prizegiving in the Pusser's Pub in Road Town, Ewan, the oldest competitor in the fleet, said he was "very surprised considering the very tough competition today… Obviously everybody thought (Sean) was the winner today. With Owen and the other big fat boards and nice sails, I was surprised to see myself getting through there."
The wind was a little lighter than the 20-knots forecast and started to lose its punch for the tail enders. The event saw a smaller fleet this year due, to some to degree, to an Elton John concert in Puerto Rico. However it was a far closer race with the entire fleet finishing in less than two hours where in past years competitors have still been coming ashore four hours after the start.
Ewan's youngest son Alec was sixth and all three Andersons will be competing in their fifth Highland Spring HIHO in July.

40th Stanford Antigua Sailing Week
The 40th Stanford Antigua Sailing Week, held April 29th to May 5th, had it all: ideal Caribbean sailing conditions; a fleet of over 200 yachts in 16 classes; a fine slate of winners and many memorable performances; and a week of parties that gave this milestone edition of this annual regatta the shore-side merriment it deserved.
The Overall Winner was the Volvo 70 *ABN AMRO ONE*, earning her the Lord Nelson Trophy. In addition, her skipper Mike Sanderson accepted the Curtain Bluff Trophy for victory in the Racing I division, and the Budget Marine Trophy for a win in the 2007 Caribbean Big Boat Series. Sanderson was joined on stage by Cesar Barrios of Puerto Rico, who won the very first



WWW.PHOTOACTION.COM / TIM WRIGHT

'You don't need a carbon-fiber machine to excel.' Sunshine, *a classic 1950s Rhodes design, was Overall Winner in ASW 2007's Cruising Classes*

running of Antigua Sailing Week on his 38-footer, *Enzian*. Said Sailing Week Chairman Neil Forrester, "It was a wonderful moment to have winners from such different eras together at the prizegiving. It really brought to mind just how much of a transition the event has gone through, and how far we've come." One of the best things about this event is that you don't need a carbon-fiber machine to excel.
Antiguan sailor Hans Lammers and his vintage fiberglass Rhodes Bounty, *Sunshine*, took home the Peter Deeth Cup for Overall Winner in the Cruising Classes; the Admiral's Inn Trophy for the victory in Cruising Class II; the Antigua Air Station Trophy for Best Antigua Yacht in Division B; and the American Express Trophy for Best Caribbean Yacht in Division B.
Altogether, 98 prizes were awarded in 37 categories, including prizes for first, second and third in each class, and special awards presented throughout the fleet. Another multiple prize-winner was Clay Deutsch's Swan 68, *Chippewa*, which won the Sanhall Trade Marks Trophy for taking top honors in Racing 3; the Richocet Cup for Best American Yacht in Division A; and the Antigua Breweries Cup for the Best Swan in Division A.
Other winners included Avia Wilment's Rodgers 46 *Universal Marina*, winner of Racing II and the Price Waterhouse Coopers Cup; Sergio Sagramoso's Beneteau 40.7 *Lazy Dog*, winner of Racing IV and the Henley Cup; Scott Chalmers' Sigma 400 *Sunrise*, winner of Racing V and the Air Canada Cup; and Bruce Slayden's Gunboat 62 *Looking for Elvis*, winner of Multihull Racing and the La Perla Cup.
The Overall Winner in the Performance Cruiser classes and of Performance Cruiser I was *Indio*, Andrea Recordati's Wally 80, which took the Chippy Fine Yacht Woodwork Cup for the former accomplishment, and the Big Banana Trophy for the latter. In Performance Cruiser II, winner Hugh Bailey on the Beneteau 456 *Hugo B* took the Antigua and Barbuda Investment Bank Trophy, while Richard Burbridge's Swan 43 *Pavlova II* earned the British Airways Trophy for victory in Performance Cruising III.
In the Cruising Classes, in addition to *Sunshine's* prizes, Cuyler Morris's Morris 45 *Firefly* won the Island Provision Trophy for capturing Cruising I, and Robert and Darlene Hill won the AHTA Cup for taking the Multihull Cruising class aboard their Switch 51, *Following Tides*.
Race organizers are already turning their attention to the event's 41st running, scheduled for April 27th to May 3rd, 2008.
For more information visit www.sailingweek.com.

Young Sailors to Attend World Championships
For the fifth year in a row, ISAF's Athlete Participation Programme (APP) will assist young athletes from developing sailing nations attending the Volvo Youth Sailing ISAF World Championship. Since its introduction in 2002, the APP has helped over a hundred youngsters attend the Youth Worlds. Not only does this give them the opportunity to compete against and learn from the world's best young sailors, but APP sailors are able to return home having learned or refined techniques, drills and preparations learnt from some of the world's top coaches.
The APP provides financial support towards travel costs and entry fees. This year APP grants have been awarded to 11 male and five female sailors from Argentina, Barbados, the British Virgin Islands, Colombia, Guatemala, Paraguay, Uruguay, St. Lucia and South Africa. The 37th Volvo Youth Sailing ISAF World Championships is being hosted by Kingston, Ontario, Canada, from July 13th to 20th.
St. Lucia's first ever Youth Worlds representative, Laser sailor Luis Meixner, was St. Lucia's Junior Sailor of the Year in 2006. Meixner is also a junior instructor for Optimist and Laser beginners at the St. Lucia Yacht Club, so the lessons he learns and experience he gains at the event will filter down into his nation's youth programme. Attending the Youth Worlds from the BVI will be Laser sailor, Bryshaun Scatliffe, and Laser Radial sailor, Elsa Meyers, and Laser sailor, Gregory Douglas, will represent Barbados.
For more information visit www.sailing.org/app and http://youthworlds2007.org.



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Guadeloupe to Cuba in 13 Fun Stops

by Stéphane Legendre

Guadeloupe, Saint Martin, the British Virgin Islands, the Dominican Republic and Cuba were visited during the three-week-long, eighth edition of the Transcaraibes yacht rally, which ran from March 16th through April 8th. Ten boats registered this year, a good sized fleet divided evenly between monohulls and multihulls, carrying a cosmopolitan group of about 30 sailors eager to taste what I had prepared for them.

We enjoyed the participation of six different nationalities, which is for me what a rally should be: the opportunity to make new friends from all over the world. Australia, France, Italy, Malaysia, Scotland and Switzerland were represented. The language barrier was not a big deal after a few parties and a few drinks!

The Guadeloupe departure point was Marina Bas du Fort, at Pointe à Pitre. The marina offered free haul-outs for participating monohulls. (Sorry for the multihulls, but the marina is not yet equipped with a wide enough travelift!) The Marina Bas du Fort management and rally sponsor Madras Rum did things well. During the three days of our stay prior to departure, each evening was an occasion for us to party and get to know each other in a very relaxed atmosphere at the Marina Yacht Club, headquarters of the Triskell association.

The first leg started at Gosier Islet. Tacking upwind towards the east and leaving Désirade Island to starboard, we headed for Saint Martin and its beautiful new marina at Marigot, Marina Fort Louis. The pace was difficult in the morning but, after clearing the island of Désirade, it was just a nice 160-nautical mile ride till the end, with 10 to 15 knots of easterly trades blowing.

Some rally participants will never forget the wine-tasting contest which was offered by the Marina Fort Louis. The game consisted of tasting and judging three different white wines and three different red wines, mainly from South America. Uncertainty as to which was the best of each class made additional rounds more frequent and for some it was clear no judgment could come out of them, even with the cheese tray which helped them recover from their difficult task.

After a last swim at Grand Case bay, a late departure time for the BVI had us making an early morning landfall at Round Rock. Clearance at Virgin Gorda was fast enough to give time for a swim at The Baths before sailing to Norman Island where a great party was organized by the BVI Tourism Board. The BVI Tourism Board also treated us with an excellent meal at The Bight beach restaurant, where we were honoured by the presence of the Director of Tourism, Janis Braithwaite, who also offered a free excursion on Tortola. The following day a wonderful party at the well known Foxy's on Jost Van Dyke ended our stay in the BVI.



Two hundred and fifty miles separate Jost Van Dyke from Marina Casa de Campo in the Dominican Republic. Marina Casa de Campo is a goal for many, an ideal place to leave your boat in a luxurious, safe marina and the best place from which to explore the Dominican Republic. Our three-day stay there was full of activity, visiting Santo Domingo, Altos de Chavon and other sites. Each evening was spent at the beautiful Casa de Campo Yacht Club, where free cocktails and finger food were offered by Commodore Fini and our friend Tony, who was an endless source of help for the group.

Las Salinas, a hundred miles away, was our next destination. The anchorage in front of the Salinas Hotel was safe in 25 knots of wind. After one night's rest, we had another windy passage — 80 miles to Isla Beata at the southern tip of the Dominican Republic. Beata is an island where a couple of hundred fishermen normally work, but during our stop it was deserted because of the Easter holidays. Only ten people were around and a very nice Navy officer welcomed us by offering coconuts to all the participants. The Navy officers do six months non-stop duty on this island, without going to the mainland once. No need to tell you how pleased they were to see some life, thanks to our group. We had a terrific party on the beach with all of them, as they joined us in celebrating the 31st wedding anniversary of a couple in our rally.

The following morning we left for Bahia Las Aguilas, at the Haitian border. This is the most beautiful and quietest beach I have seen in the Caribbean. Five miles long, gold sand, and not a soul around except for a few fishermen selling lobsters at unbeatable prices. We were probably the only sailing boats they'd ever seen, judging by the questions they were asking. The water was transparent and corals and flora were intact. Everyone wanted to stay, but we had to move on to our next and last goal of the rally, Santiago de Cuba, 300 miles away. After a last drink on the beach, we all left for that two-day journey.

Although last year we had experienced 35 knots of northeast wind, this year the notorious Windward Passage between Haiti and Cuba did not deserve its name. At first we had light variable winds, then southwesterlies, then rain and then nothing, motoring to the finish at Santiago de Cuba's narrow entrance.

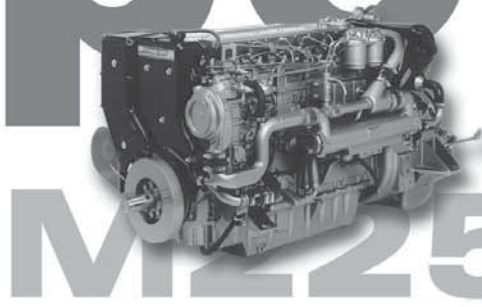
The fleet filled the almost empty marina. Clearances were accomplished with no problems by very helpful and pleasant officials. The rally's closing ceremony was honoured by the presence of Commodore José Miguel Diaz Escrich from the Hemingway International Yacht Club in Havana. An excursion was organized for all participants to visit Santiago and its surroundings, giving a taste of Cuba and its friendly people. We sampled the famous *mojitos* (Ernest Hemingway's favorite cocktail) at the Casa de las Tradiciones, a typical place where local artists perform in a late-1950s atmosphere. All rally sailors said that they want to come back with more time to enjoy this beautiful and unusual country.

This year, only two boats were sailing back to Europe after the rally; all the others came back to the Lesser Antilles. All of the 13 anchorages we had stopped at on the way to Cuba were possible stopovers for the return journey, which would make things easier. Our friend Tony at Casa de Campo even managed to get a letter from the Admiral, Chief of Staff of the Dominican Navy, saying that any Transcaraibes rally participant would be allowed to stop in any anchorage in the Dominican Republic on his return trip without having to clear immediately at a port of entry. That's a great help — thank you, Tony! Many boats took advantage of this option when returning.

The ninth edition of the Transcaraibes rally will gather at Marina Bas du Fort on March 29th, 2008, and finish in Santiago de Cuba on April 19th.

For more information visit www.transcaraibes.com.

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2007 MAYREAU REGATTA

An Island Showcase

by Tony Crimi



Above: The spacious beach at Saline Bay became the staging area for the races, with many fine examples of the Grenadines' double-enders taking part

Below: Party central! Regatta headquarters, Mayreau style



Somewhere between the hustle and bustle of Bequia, and the nature experience of the Tobago Cays, lies Mayreau. We've come to appreciate Saline Bay as one of the best places in the Grenadines to relax in the company of friendly people. With fewer than 300 residents, it doesn't take long to feel like part of the community.

By chance, we happened to be in Mayreau during their 2007 Mayreau Regatta, held April 26th through 29th. The four-day event organized by the Mayreau Regatta & Sporting Committee was their first but, judging from the number of participants and visitors it drew, it won't be the last. The event included a fishing tournament, games and a pageant, in addition to two days of sailboat racing. The racing drew boats from Union Island, Petite Martinique, Carriacou and Canouan, in addition to those from Mayreau.

The 18-boat fleet raced in four classes. One race took place on the Saturday and two on Sunday, in typical tradewind conditions: winds from the east at 15 to 20 knots, with scattered showers. Those of us anchored in Saline Bay had front-row seats for the starts and finishes. With no cruise ships calling here that weekend, the beach became the staging area for boats and the regatta party grounds. The fast, non-displacement boats carried crews of two to four. As in other local regattas we've seen, one of the most important tasks was bailing.

On Saturday night, the Miss Pee Wee Pageant was held at the school, up on Station Hill. The five contestants, ages seven and eight, were Jady Forde, Tiffany Forde, Shaniah Raguette, Razanni Badenock and Ronessa Grant. All had local sponsors. The winner was Jady Forde. The girls all did well, considering that it was likely none had performed in front of such a large crowd before. Like the entire event, the pageant was an example of community pride.

Sunday brought the peak, as far as partying on the beach went. Music, local food and beverages were available to the crowd that showed up. If you needed a break, you could watch the cricket match taking place at the foot of the hill, visit with the racers tending their boats, walk over to the quiet beach on the windward side, or hike up the hill and enjoy the grand view of the Tobago Cays. By Monday morning, the site had been cleaned up, and Mayreau returned to the quiet island that it usually is.

Tony Crimi is cruising the Caribbean aboard S/V Ticketoo.

Mayreau Regatta 2007 Winners

DOUBLE-ENDERS
Class 1
1) *Bad Feelings*, Samuel Forde, Mayreau
2) *Hard Target*, Victor Hazell, Mayreau
3) *Robin*, Adolphus Forde, Canouan
Class 2
1) *Electric 3*, Ken Deroche, Petite Martinique
2) *Now for Now*, Clayton Deroche, Petite Martinique
3) *Matrix*, Eran Bethel, Petite Martinique
Class 3
1) *Pimpy*, Andy Deroche, Carriacou
2) *Ark Royal*, Roy Delisle, Petite Martinique
3) *Fidel*, Benson Patrice, Carriacou
Class 4
1) *Nerissa J*, Nick Harry, Canouan
2) *Progress*, Damien Harry, Canouan

FISHING COMPETITION
Heaviest total catch: Norbert Dember, Mayreau (147 pounds)
Most fish caught: Coli Ollivierre, Bequia (179)
Heaviest single fish: Felix Ollivierre, Bequia (14 pounds)



25TH ANGOSTURA TOBAGO SAIL WEEK

HAPPY ANNIVERSARY TOBAGO!

by Wilfred Dederer



ALL PHOTOS: WILFRED DEDERER

Pride of Barbados! Bruggadung II *blasting through hot competition toward an overall Racing Class triumph at Tobago Sail Week 2007, held May 13th to 18th.*

Inset: Skipper Andrew Burke (center rear) and his excellent crew

It seems like only yesterday since I was in Tobago. But this year made a big difference: Regatta Promoters Ltd., the Trinidad & Tobago Sailing Association and main sponsor Angostura put on a spirited 25th Anniversary Party and I had the honor to be there!

As usual, I arrived late in the game. My main job at the *Compass* didn't let me sneak out earlier, so I arrived on Tuesday afternoon — just in time for the pre-layday party. Betty Davidson, Regatta Promoters' manager, filled me in with the latest regatta details. Results sheets for the previous two race days, which had been sponsored by the Yacht Services Association of T&T and Gulf Insurance respectively, got me up to speed quickly on the latest positions of the boats in the four classes: Charter, Cruising, Cruiser/Racer and Racing.

During the first two days of racing, which I missed, *Bruggadung II* (Beneteau First), *Storm* (Riechel Pugh 44), *High Tension/bmobile* (Mumm 36) and *Enzyme* (Henderson 35) were all in hot competition in the 11-boat Racing Class. In the Cruiser/Racer Class's eight entries, *Wayward* (Beneteau Oceanis 432), *Rapajam* (Beneteau 53 F5), *Petit Careme* (Beneteau First 38) and *Huey Too* (Cal 40) were all battling for honours. In the eight-boat Cruising Class, with two of their four races done, the ladies from *Business Machine* (Heritage 36) were in a tight contest with *Nirvana* (San Juan 34) and *Merlin* (Excalibur 36). And in the Charter Class, with only four boats registered — *Saga Boy* (Jeanneau 50), *Annie T* (Jeanneau 51), *Alimata 3* (Beneteau Cyclades 443) and *Ambrosia* (Bavaria 42) — with two more races to go, it was wide open. I should mention the crew on *Annie T*. For the third time, the guys came all the way from the Shetland Islands, 200 miles north of Scotland in the North Sea, just to take part in Tobago Sail Week!

Thirty-one boats in all came to race, fewer than last year, but that couldn't dampen the racing spirit. There was perfect weather for sailing, the sea was not too rough and steady northeasterly winds around 15mph prevailed in the first two days of the regatta.

But back to my arrival. At the pre-layday party, an enormous crowd filled the lawn of the Regatta Village at the Crown Point Hotel. Guitarist Joey Ng Wai from Trinidad and his group IMIJ & Co., with vocalist Michelle (you should see her dancing!) and guest musicians, had the crowd going till long after midnight.

Wednesday was Lay Day, celebrated with lots of drinks, food and games on No Man's Land beach. I went there by a regatta shuttle bus passing (with special permission) through private land, but normally you can access this secluded, white-sand beach only by boat. Participants, guests and sponsors had a lot of fun playing all kinds of silly games. Did you ever try to ski with three people on one pair of skis on sand while eating crackers and drinking water at the same time? Now you know what I mean!

After two days of partying, I was more than ready to go out on the water to take pictures of the remaining two race days from the press boat provided by the organisers — a big thanks to the motoryacht's owner Peter de la Rosa for taking me close to the action.

This year's course had changed from previous years, Peter Knox from the TTSA Management Committee explained: "We put the course about one and a half miles farther north...

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…, the advantage being that there is considerably less current and more stable wind. The sailors seem really to like the new course off the Lagoon and Pigeon Point; the racing got even better than it already was."

On the Thursday, Charter and Cruising Class had one race, Cruiser/Racer had two races, and Racing had three. Wind was east-northeast, between 15 and 20mph, the sea on the starting line only a bit choppy — great conditions.

And no big surprises: *Bruggadung II*, with two second places and one first, held the number-one spot after the third day and, barring disaster, was en route to securing her place as overall winner. *High Tension/bmobile* was still in second place overall with one more day to go, with *Storm* just one point behind. The Cruiser/Racers ended up with *Wayward* having two firsts and *Rapajam* two seconds, placing *Wayward* way in the lead after three days, followed by *Rapajam* and then *Huey Too*. In Cruising Class, *Business Machine* came in first, with *Nirvana* and *Merlin* second and third, leaving *Nirvana* and *Business Machine* tied on points for overall first place going into the last day of racing. Our friends from *Annie T* in the Charter Class came second after *Saga Boy*; third was a tie between *Ambrosia* and *Alimata 3*.

After the daily prizegiving in the afternoon, the organizers had planned a Karaoke competition for the evening, so if you hadn't done too well in sailing you could give it a shot singing! I had an early night at the Hilton Tobago, my home away from home during the regatta — the sponsors took good care of me! Betty Davidson, heart and soul of the Regatta Promoters office, told me later that the Karaoke night was a hit, but I had come to take pictures, not to sing! At this point I also want to thank the ladies in the race office, Nancy, Phyllis and Renata, for their help.

On Friday, the last racing day, sponsored by the Hilton, the crews lined up again at the newly constructed floating dinghy dock to be shuttled to their boats. It was another glorious race day. The wind picked up even a bit more, sometimes close to 25mph. There was the usual shouting and whistling around the marks, the crews on the boats fighting to secure their final positions.

And when it was all over, at the Prizegiving Ceremony and Dinner on Friday night, it was clear that the Barbadian *Bruggadung II*, with Andrew Burke on the helm, defended their first-place standing going into the final race with yet another daily first, which, with a third and a fourth place, made them the Racing Class Overall Winner for the second year in a row. Second overall was the Trinidad-built *Storm*, skippered by Californian Les Crouch, with 46 points. *Storm*'s tactician John Gladstone says, "Everyone loves coming to Tobago; Les has made all of us crew very happy by bringing us here!" *High Tension/bmobile*, skippered by Trinidadian Michael Rostant, came third with 54 points, closely followed by fellow Trinidad entry *Enzyme*, with skipper Paul Solomon, in fourth place.



Skipper Robert Thomson and his crew John 1, John 2, John 3, Kenny, Steven, Allan, Scott and Terry on Annie T *had a terrific time at the Tobago Sail Week*



Keeping up the family tradition, Business Machine *skipper Marsha Farfan accepts the prize for Overall 2nd in Cruising Class. Marsha's mother, Brenda, launched* Business Machine's *successful 'all-girl' racing career*

In Cruiser/Racer Class, *Wayward*, skippered by Jerome McQuilkin, the President of the Trinidad & Tobago Sailing Association, won six out of eight races and, with just 11 points, was runaway overall first. *Rapajam*, skippered by veteran Barbadian racer Ralph Johnson, was overall second and *Huey Too*, skippered by Bernie Evan-Wong, a former Trini boat now based in Antigua, took overall third.

In Cruising Class, it was a clean sweep for Trinidad boats. *Nirvana*, skippered by Lloyd de Roche, broke the tie with *Business Machine* to take first overall, with skipper Marsha Farfan and her famous ladies-only crew taking overall second, followed closely by Rupert Grimshaw's *Merlin* in overall third.

In Charter Class, *Saga Boy* with skipper David Downie from the UK made first overall with two firsts and two seconds. The guys on *Annie T* were thrilled with their overall second (including first in Race 2!) beating *Alimata 3*, a French entry skippered by Raynee Portillo, into overall third.

After all prizes were given, speeches made, the dinner plates emptied and the last drop of champagne drunk, everybody was united in their opinion: What a great sailing week it was! But the organizers still had a last surprise for the guests: Denise Plummer, Trinidad's famous soca artiste, entertained the crowd with her greatest hits.

See you at next year's Angostura Tobago Sail Week — scheduled for May 11th to the 16th, 2008.



Panama to Honduras, Ducking 'Northers'

by Steve Jost

Viva finally left Bocas del Toro, Panama, in mid-January after waiting for that elusive weather window. We have learned that here, unlike in the Eastern Caribbean, one does not head north on December first unless you are willing to dodge some nasty "norther" cold fronts. Of the four boats leaving Bocas Marina in December 2006 and January 2007, two were abandoned and lost on the reefs along the Nicaraguan/Honduran coast and one was dismasted 75 miles from San Andres.

We really enjoyed our stay at Bocas del Toro; the marina, and the surrounding Almirante Lagoon area made for some great gunkholing. The quaint little Bocas Town was originally a center for banana shipping in the early 1900s and is now experiencing a major real estate boom.

In and Around Bocas del Toro

There are myriad neat little hotels, waterfront bars, and restaurants perched on stilts over the lagoon. The variety of backpackers, surfers and local Panamanians makes for an interesting mix, along with a nice sprinkling of transient cruisers. Shortly after our return in November, old California friends Chuck and Ann Silvers aboard *Mirage* arrived and soon became the new marina dockmasters/managers, which was a great move both for them and the marina.

We also made a few interesting side trips to the inland mountains of Panama and the coffee-growing area of Boquete. At 4,000 feet, with year-round temperatures of 72°F,

—*Continued on next page*



The Bocas del Toro anchorage at sunset. 'We really enjoyed our stay at Bocas del Toro.... and the surrounding Almirante Lagoon area made for some great gunkholing'

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Boquete offers a welcome change from the heat, rain and humidity of the coast. It has also been discovered by expat retirees. Also, unlike the Eastern Caribbean, the rainy season in this area seems to start in November, continuing through January.

Our first leg north was a calm 200-mile motorsail to Isla San Andres, a duty-free vacation island for wealthy Colombians. Only 100 miles off the Nicaraguan coast, it is interesting that the island is a possession of Colombia, over 400 miles away. It was nice to be out of the rain and back in the land of blue skies, tradewinds and brilliantly clear water.

Glimpses of San Andres

We had a smooth passage and anchored in front of the dilapidated but friendly little Nene's Marina. The alternative was Club Naútico, a pricey private yacht club which charges US$50 a week to use their dinghy dock. Only 12 miles long, low-lying San Andres has been largely overbuilt with a lot of tacky 1960s and '70s architecture that is much in need of repairs, mixed with a lot of charming colonial West Indian buildings. There are some beautiful beaches inside the barrier reef and we found the locals to be extremely friendly and helpful. They are mostly descendants of English Puritan settlers, Spanish explorers, Jamaican woodcutters and a variety of pirates who roamed and ruled this area centuries ago. The music is a mix of salsa, reggae and even a dash of country and western. There is the usual mix of duty-free jewelry/perfume stores, discount liquor stores, trendy boutiques, and "wholesale" electronic outlets that are usually associated with the cruise-ship crowd. For the cruising sailor, the duty-free status makes for good provisioning and we found several good markets and restaurants.

With a population of more than 100,000, it is necessary to explore the back side of the island if you want to escape the masses. For a circumnavigation of the island one day we rented a motorscooter, which took a little encouraging as this was a first-time event for Pam. I am still waiting for the fingernail marks to heal!



'Tomorrow the Harley!' Pam and Steve braved a circumnavigation by scooter of Isla San Andres



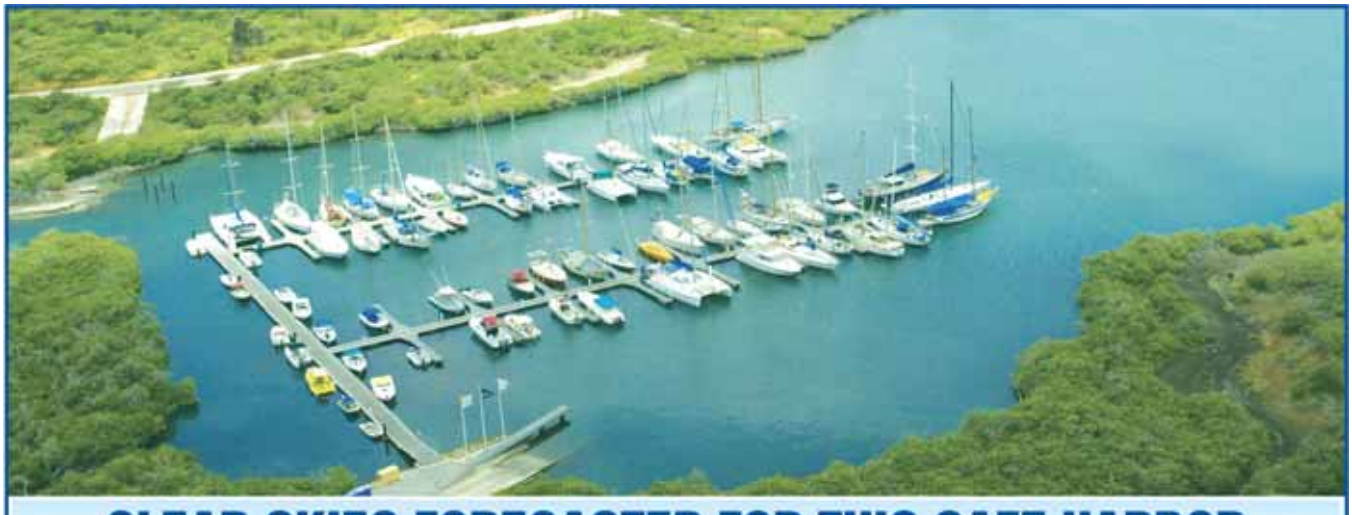
The anchorage at Isla Providencia, 'where God takes his vacations'. Here it was kick-back time for some snorkeling and a nice walk

Today a Yamaha, tomorrow the Harley!

Isla Providencia

Our next stop was Isla Providencia, another Colombian island, about 60 miles north. Providencia is much more laid-back than San Andres.

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AT SPANISH WATER

—*Continued from previous page*
The island is only eight miles long, but is quite beautiful and mountainous with green-covered hills and a population of only 4,500 people. After another pleasant motorsail, we were greeted upon arrival by Mr. Bush, the local ship's agent, who arrived in a beautiful launch with both Customs and Immigration officers aboard. "Welcome to Providencia, where God takes his vacations," was his greeting as they tied alongside and quickly took care of all the check-in paperwork. A far cry from the schlepping of documents all over town in the midday sun of other ports we've visited.



Spot the hat? Pam indulges in a serene solo soak at a deserted beach

For the next five days, it was kick-back time for some snorkeling and a nice walk over a footbridge to Santa Catalina Island. The path follows the waterfront for a mile or so, then climbs up through the jungle to the ruins of an old Dutch fort and a spectacular view of the harbor.

Once again we rented a motorscooter for a circumnavigation of the island and some outstanding views of the surrounding barrier reef, the third largest in the world. There are several well-run restaurants, hotels and numerous eco-lodges, where for US$500 a night you can sleep in a tent cabin and eat from a communal bowl, while hiking and studying the thousands of species of birds, insects, butterflies and plant life.

We opted for the bargain "moto photo" tour. As luck would have it, at the far end of the island we ended up off a side road at a neat beach hangout, owned by Roland, a local Jamaican-descendant Rasta dude. Rolando's Hideaway was everything you can imagine about the perfect beach bar/restaurant, complete with palm-shaded tables, hammocks, *palapa* bar, barbecue pit and a great assortment of rum drinks served in coconuts with fruit and those cute little umbrellas.

Buddy Boats

At this point I must mention that we have been traveling with several fun-loving California couples since leaving Panama. Pat and Mary Ann from Long Beach on *Sailor's Dream* have been traveling a bit ahead of us sending back constant e-mail updates of weather, waypoint and cruising info. Tony and Sharon aboard *Hoofbeats*, a brand-new Beneteau 52 from Dana Point, and Damien and Debbie aboard *Ticket To Ride*, a Celestial 50 from Newport Beach, have become our "mother ships", complete with washer/dryers, multiple icemakers, satellite TV with all the latest DVD movies, refrigerated wine lockers and espresso/cappuccino machines. Damien is the self-appointed route planner and weather guru who is always correct... 50 percent of the time! We think, after all these years of cruising, that the Californians are always the most fun.

To the Bay Islands

From Providencia, the 350-mile passage to Guanaja in the Bay Islands winds its way through a treacherous minefield of offshore atolls, coral reefs and cays along the Mosquito Coast of Nicaragua and Honduras. I wouldn't attempt to guess how many boats have been lost in this poorly-charted area over the years.

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In order to break up the trip and eliminate some night passages, we had all decided on a couple of overnight stops. On an obscure chart Damien found an anchorage called the Edinburgh Cays, which I am sure was last surveyed in the late 1700s.

After another calm overnight passage, we arrived at the designated waypoint coordinates, only to find nothing above water — no palm trees, no islands, no breaking reefs. Maybe it all sank in a hurricane. The only clue was that the depth went from more than 2,000 feet to less than 25 feet. Pretty spooky! After circling the shallow area for awhile, we all decided to anchor overnight and then depart for the Vivorillo Cays for a daytime arrival.

The Vivorillos are actually three little cays complete with palm trees, a sizable fish camp and several shrimp boats. Before our anchor was set we were approached by a couple of local fishermen who were willing to trade ten lobster tails, two bags of cleaned conch, and a bag of crab claws and legs for a half pint of local rum, a pack of cigarettes and two recycled baseball hats. Such a deal. Life is good!

The following morning we received reports on the SSB net of a strong "norther" cold front approaching in approximately two days. Since the Vivorillos offer minimal protection, we decided to depart immediately for Guanaja in the Bay Islands of Honduras, a 160-mile passage.

Well, once again, the weather gurus were wrong. Our good luck had run out. The first 50 miles was a beautiful beam reach in 15 knots of wind and six-foot seas, but our first clue of impeding doom was a large black cloud approaching at dusk from the north. By nightfall, the wind had increased to 20 to 25 knots, with the seas beginning to build. For the next eight hours we were hit with intermittent cold rain squalls, with the wind building in the 25- to 30-knot range. By midnight it was a steady 35 knots with ten-to 15-foot seas on the beam. As luck would have it, the wind moved forward, and by dawn we were experiencing 40 knots.

After hand steering most of the night to relieve the autopilot, daybreak was a welcome sight, except for the ugly skies and seas. The last couple of hours the wind came on the nose, which meant motorsailing into 45-knot gusts and some really huge breaking seas. Needless to say, we were happy to arrive at the Guanaja entrance buoy. Other than a few frayed sails and nerves, we didn't suffer any major damage.

Guanaja

What a difference a day makes. The following morning broke bright and sunny and we set off for a 15-minute dinghy ride to Bonacca to clear Customs and Immigration. Bonacca is a four-acre island a half mile from mainland Guanaja, jam-packed with narrow streets, stilt houses, and a population of more than 10,000 people. There are no cars on the island and the only access is by boat.

Guanaja has been hit hard in the past few years with several natural disasters, starting with Hurricane Mitch which devastated the northeast side of the island. This was followed by an uncontrollable forest fire that wiped out a third of the forests in the middle of the island. Several attempts to develop dive resorts, hotels and housing have also failed, but in spite of it all, the island remains a beautiful spot without all of the commercial aspects of other islands in the area. While exploring some of the little neighboring cays, we ran into Bill and Martha Pullum, a Florida couple who bought one of the cays several years ago and are currently building a 200-boat marina adjoining a 500-acre townhouse development. They invited Pam and me to join them the next day with some friends for a launch ride, lunch and a snorkeling trip on the north side of the island. To reciprocate, I offered to photograph Bill's marina project from his helicopter, which he keeps on a pad next to his house. This included a two-hour aerial tour of the islands. I think I got the better part of the deal.



Bonacca is a four-acre island, jam-packed with narrow streets and stilt houses. There are no cars and the only access is by boat

Off to Roatan

Next, it was off to Roatan, the largest and most developed of the Bay Islands, 30 miles to the west. Our first stop was at French Harbor, a dilapidated spot, that is home base for a large shrimp fleet and a few rag-tag sailboats. Its only saving grace is a large supermarket a short distance away.

The next day we moved around the west end of the island to a beautiful anchorage located inside a long barrier reef. Once again, we were back in paradise with some of the clearest water we have seen in ages. The little village of West Bay is a world-class dive center with numerous dive shops and lots of funky little beach bars and restaurants. There were only four boats in the anchorage and we soon learned this is definitely not a good spot to be when the "northers" arrive. Roatan has also been discovered by the gringos as a place to invest in property and we passed numerous new, plush, gated developments. Our friends on *Hoofbeat* and *Ticket To Ride* opted to stay in a swanky little marina on the south shore for a while, so it was time to part company.

Our next destination is Belize but first we decided to sail to La Ceiba on the mainland and check out the local boatyard there for a possible haulout in the fall. We are currently up a muddy river in the little Lagoon Marina, having arrived a day before the next "norther" hit. We've had two days of cold rain and wind, but it is predicted to be clearing tomorrow.



Luperon: The Rest of the Story

by Jack Foard

I enjoyed Julia Bartlett's article about "Luperon, the Almost Perfect Hurricane Hole" in the April issue of *Compass*. We had the pleasure of spending the hurricane season of 2006 there. I do recommend this delightful anchorage too, but with a few important caveats.

The biggest negative about Luperon is the water. You can't swim in it, you can't make potable water from it, and it is so full of "organic material" you'll have to have your boat's bottom scraped once a month. You won't believe the number and variety of creatures that will flourish on your boat, dinghy, anchor rode, etcetera, in just 30 days.

The most serious problem is that it is possible to get in trouble coming in through the outer reef. For the last few years there has been one large white mooring ball to mark the entrance. The white color makes it pretty much useless because it doesn't indicate whether you should go to port or starboard. Starboard could sink your boat. To get in safely, Bruce Van Sant's directions in *Gentleman's Guide to Passages South* should be followed to the letter.

Once inside, there are several unmarked shoals that new arrivals constantly run onto. Luckily these harbor shoals are sandy and generally easy to get off. A useful rule of thumb is: if you see a big area where no boats are anchored, it is likely a shoal.

As to fees, Julia was correct in that it is possible to argue with local officials and reach a compromise. But that may be because the fees they are charging are often "unofficial" at best, so they may be happy to take your US$10 instead of the $20 they asked for. If you don't speak some Spanish your arguments won't get you far.

Last year, the "Luperon Class of '06" wanted to do something for this year's class, so we organized a meeting of the local cruisers and chose the four most pressing problems to present to local officials. With the help of "Handy Andy", everyone's favorite boat boy, we got Sobeita Brito, the local Director of Tourism, to join us.

Our issues were — from most to least important — as follows:

1) The need for a red and a green marker to safely bring boats into the harbor.
2) Markers on the shoals in the harbor.
3) Repairs on the dinghy dock, which was unsafe and sinking.
4) Inconsistent and increasing fees, while few or no services were provided.

Sobeita listened intently, took notes and promised to set up a meeting with regional officials and the Chamber of Commerce. She told us studies have shown the importance of the cruisers to this community, with the average boat spending about US$1,000 a month. With 70 boats in the anchorage that is a huge amount of money for the local economy. The Chamber of Commerce volunteered to provide the labor to build us a safe new dinghy dock, should the funds be found to do so.



Once you've made your way safely in, Luperon offers a good anchorage, a low crime rate, inexpensive food and an active social life

Well it's a new year now and the Class of '07 is beginning to choose their anchorages, yet not much has been done in Luperon. The dinghy dock was repaired and that is something we are very happy with. Thanks, Sobeita! Unfortunately there are still no official navigational markers. I heard that our friend Derrick on *Unity* has placed some white markers on the inner shoals. As to the fees, the departure fee, which had to be paid every time you left the harbor, even to go sailing for the day, has increased from an unreasonable US$15 to a ridiculous US$20. I encourage the Class of '07 to pick a leader and continue the dialogue with Sobeita and other local officials. If they see continuity from year to year, they will become much more responsive. If you would like to see the minutes of our meetings, they are posted on my website: web.mac.com/famouspotatoes2. Go to the October 2006 blog entry, "Mutiny in Luperon".

All in all, I still recommend Luperon as the perfect place to spend hurricane season. Our months there will always be some of our fondest memories of cruising. Not only will you be safe from storms, there is almost no crime against cruisers (a few anchors and a motorbike were stolen, but all were recovered eventually), food is cheap and social life is abundant. Rent a car and get out and explore this beautiful friendly country.

Perhaps the very best part is you will be anchored with about 70 to 90 other kindred spirits and you will form a community and friendships that may last a lifetime. Over the last six months it is rare that we have sailed into an anchorage and not found an old friend from Luperon. My website web.mac.com/famouspotatoes2 has quite a few articles and pictures of Luperon and the Dominican Republic. I hope you enjoy.

Jack Foard is cruising the Caribbean aboard Famous Potatoes.

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Eco-News

Caribbean Specific Climate Change Assessment Needed
Dawn Marie Roper, reporting for Panos Caribbean:
Professor of atmospheric physics at the University of the West Indies, Anthony Chen, is calling for more research to be done on climate change in the Caribbean, especially in forecasting and assessing impacts on the region.
"More research needs to be done, especially in the regional models," says Chen. "We need to find out what are the major factors causing temperature increases in the Caribbean and we need to use a statistical downscaling model that is designed for the Caribbean. The one that we use is really designed for temperate climates."
Chen is one of the authors who wrote the about climate change issues in the Caribbean for the recently published Intergovernmental Panel on Climate Change (IPCC), Fourth Assessment Report.
In a presentation made on World Meteorological Day, March 23rd, Chen pointed out that the global climate models used to predict climate change are large scale, and they "do not see small islands like Jamaica." He also said that there are not many peer reviewed publications on sea level rise in the Caribbean, which are sources of information for the IPCC.
He was proud, however, that for the first time in the IPCC assessment there was a section on small islands, but he noted that only temperature and precipitation changes were considered in making the climate change predictions. Nothing definite, he said, was reported about sea level rise or hurricanes in the region.
The IPCC's Fourth Assessment Report (AR4) will present its predictions on the Caribbean climate this summer.
According to the AR4 predictions, all Caribbean islands are very likely to warm during this century but the warming is likely to be less than the global average. Professor Chen added that temperature data from the Piarco International Airport in Trinidad show temperature increases of a little more than two degrees Celsius. Data from the Jamaican Met office show that both maximum and minimum temperatures in the region were high.
"We can be certain about temperature changes for the Caribbean because all the models show increases. The extent will depend on the (greenhouse gas) emissions," he reported.
With regard to precipitation, he said rainfall in the Greater Antilles is likely to decrease in June to August and December to March. He was unable to say what would happen in the other islands.
Professor Chen also mentioned findings on hurricanes from a global climate model run conducted in Japan. This model concluded that the North Atlantic hurricane frequency will increase during the century, but that this was recommended as an area for more research.
According to the AR4, climate models indicate that during the century sea levels rise will continue around the islands, but the rise will not be geographically uniform. There are no regional models for sea level rise for the Caribbean.

Underwater Volcano Monitoring
The US National Science Foundation (NSF) reports that a real-time seismic monitor has been installed on the active underwater volcano Kick 'em Jenny, located three kilometres west of The Sisters rocks and eight kilometers north of Grenada. In May, a team of marine scientists funded by the NSF and affiliated with the Woods Hole Oceanographic Institution (WHOI) began using radio telemetry to monitor this, the only active submarine volcano in the Eastern Caribbean. Kick 'em Jenny has erupted at least 12 times since 1939; the last major eruption occurred in 2001.
The seismic station, called a Real Time Offshore Seismic Station (RTOSS), uses an ocean-bottom seismometer deployed directly on the volcano. RTOSS allows seismic data to be transmitted by high-frequency radio to a land-based observatory in a nearby village. The data will reach the shore within milliseconds of being collected.
"This is the first time that radio telemetry has been used to transmit data from an underwater seismic monitoring station," said Rob Reves-Sohn, a WHOI geologist and RTOSS project leader. Scientists will be able to observe the "inhaling and exhaling" of the volcano as it draws in and expels seawater, magma and superheated fluids.
The research team is coordinating its efforts with the National Disaster Management Agency in Grenada and the Seismic Unit of the University of the West Indies (www.uwiseismic.com). The data will be incorporated into the regional monitoring network in the Lesser Antilles.
All shipping, including yachts, is advised to observe a 1.5 kilometre exclusion zone around Kick `em Jenny, whose crater is centered at 12.3004°N, 61.6378°W.

International Group Protests Grenada Legislation
On April 27, The Nature Conservancy announced its opposition to a recently passed amendment to Grenada's National Parks and Protected Areas Act that would allow the sale of national parks land in Grenada to private developers.
Terry Adams Williams, Director of the Conservancy's Southeast Caribbean Program, said, "This legislation seems to have been enacted so that private developers would have access to lands contained within any protected area…. This move will have serious implications for Grenada's national parks, including Mt. Hartman National Park, which represents some of the last remaining habitat of the Grenada Dove, a bird that exists in no other place in the world. The legislation will also impact the Woburn-Clark's Court Bay Marine Protected Area, which has some of the healthiest mangroves in Grenada."
He added, "In recent years, Grenada had demonstrated leadership and long-term vision with its efforts to design and implement a representative and functional national system of protected areas. With the passage of this amendment, the government has undone all the good it accomplished — all for the short-term gain to a private developer."
Minister of the Environment Anne David-Antoine had previously declared that the government of Grenada would "protect 25 percent of its marine and terrestrial areas by 2020," a move that spurred other Caribbean countries, including the Bahamas and Belize, to make similar pledges.

Solar Cat Crosses Atlantic
A motorised catamaran recently made a slow but successful transatlantic crossing without consuming a drop of fossil fuel. Stored solar energy powered the *sun21* from Spain to the USA at five to six knots via electric engines. *sun21* silently motored into New York City on May 8th, completing a non-stop 3,500-nautical-mile passage in 52 days. It's the first time that a solar-powered vehicle has made the transatlantic crossing.
A May 15th report in *On the Water* quotes *sun21* skipper Michael Thonney as saying before the journey, "I spend many weeks each year on my yacht in the Caribbean hoping for good winds. But on *sun21* I'll be wanting lulls and plenty of sun."
Half the solar power generated during the day was stored so the yacht could be continuously powered through the night, and the boat only dropped speed when the sky was overcast for extended periods of time.
The journey was conceived by Swiss shipbuilder Marc Wüst, manager of MW-Line. The 12-tonne, 14-metre catamaran is based on the MW-LINE Aquabus C60, which is successfully being used as a tourist cruise boat in Europe. Twin electric motors produce 8kW each to push the boat to a maximum speed of seven knots, or five knots on energy-conserving long-range night-and-day cruising. The building of the *sun21* and trip expenses were funded by a group of individuals calling themselves the transatlantic21 Association.
Costing about US$575,000 to buy and prepare for the trip, the *sun21* is now up for auction. Wüst is already planning a circumnavigation of the globe in a similar boat.

Whale Watchers Trained
A five-day whale-watch tour guide and naturalist training workshop, sponsored by the International Fund for Animal Welfare (IFAW) and CARIBwhale, the association of Caribbean whale-watch operators, began on May 14th in Dominica. Participants included residents of the Bahamas, Belize, Dominica, Guadeloupe, St. Lucia, St. Vincent & the Grenadines, Grenada and the Dominican Republic.
"The main focus of the course (was) to provide participants with the skills necessary to safely and effectively conduct successful whale and dolphin watching excursions," said Dr. Joth Singh, Trinidad-born Director of Wildlife and Habitat Protection at IFAW. "There is tremendous potential for growth in the whale watching industry in the Caribbean, as part of the global interest in eco-tourism. We are opening up opportunities not only to individuals currently involved in whale watch tour guiding but also to fishermen and to young people who could join the industry. The intent is to ensure that opportunities within the whale watching sector are broadened to create benefits for more people."
"By providing an exceptional whale watch experience to visitors in the Caribbean, we can do our part to promote tourism here," added Andrew Armour, President of CARIBwhale. "Whale watching helps the whole tourism economy, with whale watchers contributing economically through hotels, shops, restaurants and transportation."

UNEP to Tackle Caribbean Marine Litter
The development of a draft "Regional Action Plan for Marine Litter Management in the Wider Caribbean" was part of a pilot project initiative conducted by the United Nations Environmental Program (UNEP) Caribbean Regional Coordinating Unit with support from UNEP's Regional Seas Programme. The primary goal of this pilot project was to assist in the environmental protection and sustainable development of the Wider Caribbean Region related to the prevention and reduction of marine litter.
The ubiquitous presence of marine litter, coupled with its physical, ecological, cultural, and socio-economic complexities, poses one of the most severe threats to the sustainability of the natural resources, sensitive habitats, wildlife and people of the Wider Caribbean.
As part of this project, a review document was prepared on the existing status of marine litter issues and programmes, including a compilation of the available historical marine litter data. The draft "Regional Action Plan for Marine Litter Management in the Wider Caribbean" can be downloaded at www.cep.unep.org/operational-components/amep-resources/draft-regional-action-plan-for-ml-mgt-in-the-caribbean-29mar07.pdf.
For more information visit www.cep.unep.org/operational-components/amep/marine-litter.


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Business Briefs

Basil's Celebrates 30 Years
Dianne Wilson reports that the tiny Grenadine island of Mustique will swell with celebrities and friends of Basil Charles this month, as the world-famous owner of Basil's Bar celebrates both his 60th birthday and 30 years of operation of Mustique's legendary watering hole.
"Like Rick's Bar in Casablanca, everyone goes to



Basil's in the end" wrote *The Sunday Times*, and they were right — moguls and majesty have all made their way to Basil's Bar to be fêted and fed, entertained and amused. The famous and the fanciful moments that have marked the last three decades have been captured in legions of gossip columns and magazines. Basil's has been immortalized in songs, movies and novels, making "to Basil" close to becoming a verb in its own right.
At the centre of this nexus of gaiety is Basil himself, whose laughter erupts with regularity and dances on the breeze. Basil was born and raised in rural St. Vincent, not knowing a Merlot from a filet mignon but gifted with a charm and magnetism that has won the hearts of everyone, from the elite to the everyman. It is this rampant hospitality that has sustained the success of Basil's Bar.
Perched on the rocks of the Britannia Bay's shoreline, Basil's Bar overlooks the sparkling sea. The location may not have changed over the last 30 years, but the bar certainly has. Its first incarnation was that of a tiny rum shop which gradually evolved, one table at a time. The menu in those days was limited to sandwiches and the occasional barbecue, and the seats were made of baskets filled with concrete — but somehow that suited the clientele just fine. In the intervening years, Basil has continued to massage the bar and its structures, recently replacing some of the bamboo seating with remarkable antique carved pavilions from Bali. The changes have made the organic Basil's Bar even a bit more spiritual, if that was possible. So, when passing through the Grenadines, remember that great burgers, succulent seafood, inhibition-banishing cocktails and a respite from reality all await visitors down at Basil's Bar.

IGY Acquires Sun Resorts
Island Global Yachting (IGY), one of the world's premier developers, managers and owners of luxury marinas, has recently announced that it has completed its acquisition of Sun Resorts International (SRI) and its subsidiary Sun Resorts Management (SRM).
"We are pleased to bring the marinas of Sun Resorts International into the global collection of IGY," said Andrew L. Farkas, CEO of Island Global Yachting. "The strategic positioning of these properties in the Caribbean definitely complements our existing assets and affords us even greater opportunities to serve our yachting clientele. With this addition, boaters can travel throughout the region from St. Lucia, through the Dutch Antilles, into the British Virgin Islands, and on to St. Thomas and always have the premier experience of an IGY marina."
According to IGY, their developments are not just enhancing and revitalizing their local areas; their network of properties is also setting new standards for service and quality at marinas across the globe. IGY's signature marina, Yacht Haven Grande, has just opened in St. Thomas, USVI, and can accommodate yachts ranging in size from 60 to 500 feet. Its facilities are considered by the industry to be the most technologically advanced and are complemented by its upland development of world-class shopping, restaurants, entertainment and recreational amenities, as well as residential units. Since its opening, the marina has attracted some of the world's most spectacular private yachts.
Through its acquisition of SRM, IGY has now assumed management of an additional 11 marinas — seven in Texas and four in the Caribbean. The Caribbean facilities are: American Yacht Harbor, St. Thomas; Simpson Bay Yacht Club, St. Maarten; Virgin Gorda Yacht Harbor, Virgin Gorda; and Village Cay Marina, Tortola. As a part of the transaction, IGY acquired American Yacht Harbor in St. Thomas outright and all of SRI's interest in the three other Caribbean facilities. The Sun Resorts acquisition adds 442 more berths to IGY's Caribbean offerings alone.
Island Global Yachting president Charles Garner echoed Farkas' upbeat statement following the acquisition. "Bringing the Sun Resorts team and its portfolio of properties into the IGY family not only gives us the leading position throughout the Caribbean, but also adds dynamic leadership across the company. With now over 5,000 slips, existing or in development, and another 36,000 being planned, we are one of the largest managers and developers of berths in the world."
For more information, visit www.igymarinas.com. For more information on Simpson Bay Marina and Virgin Gorda Yacht Harbour, see ads on page 31.

Sailing Classes in St. Maarten
The Sint Maarten Yacht Club offers sailing lessons for both children and adults, taught by SMYC's new sailing program manager, Daniel Penning. The adult sailing lessons are available on Jeanneau Sunfast 20s from



Lagoon Sailboat rental. After completing the ten hours sailing course, sailors can then rent them "solo" and take them through the lagoon. The SMYC youth sailing lessons, using Optimists, take place at the Yacht Club, which is located at the bridge in Simpson Bay. Classes are held at 9:00AM on Saturday mornings and cost US$10 for SMYC members and $15 for non- members.
Volvo Ocean Racer and *ABN AMRO ONE* crewmember Phil Harmer recently treated the youngsters to a guest sailing lesson followed by a tour of *ABN AMRO ONE* — much to the envy of their parents!
For more information, contact Daniel Penning at smyc-sailing@hotmail.com or cell (599) 586-6709.

Iridium Announces Compliance with New Security Initiative
Following the recent conclusion of the International Maritime Organization's (IMO) COMSAR 11 meeting, Iridium confirmed its network's ability to provide long-range identification and tracking (LRIT) of ships. As the only mobile satellite service with truly global coverage over all sea areas, including the polar regions, the Iridium network is uniquely positioned to support this new global safety and security system.
LRIT is an initiative of the IMO that will require most ships and mobile offshore drilling units to report their identity and position at regular intervals when embarked on international voyages. LRIT will enhance global maritime safety and security, enable flag states to monitor the locations of their ships at all times and permit port and coastal states to better manage traffic in their waters. As well as providing additional support to existing search and rescue facilities, LRIT will also make it possible for authorities to identify suspicious patterns of behavior at sea and identify threats to ports and shipping.
Greg Ewert, Iridium executive vice president, said, "Iridium is pleased to be able to support this important new security initiative to protect ships, ports and waterways. Participation in the international LRIT initiative is a key step in our effort to support the national maritime agencies by enhancing the range and reliability of services offered to the maritime community."
Testing of the LRIT system is due to start during 2008. Key requirements include: automatic position reporting either from internal position-finding equipment or a direct interface with the ship's global navigation satellite system (GNSS) equipment; and, the ability to report the ship's location at different intervals. Several Iridium partners already provide these types of services and related equipment using the Iridium mobile satellite network. Iridium offers a number of maritime voice and data services, including business and crew e-mail, crew calling facilities, and ship security alert systems (SSAS) that are compliant with IMO and national standards. Iridium is able to offer both voice and data coverage not only within, but also beyond, the coverage areas of terrestrial systems in sea areas A1 and A2, and beyond the coverage areas of all other satellite networks.

Howzat for a Turn-Out!
Although St. Lucia's Minister of Tourism said that the Cricket World Cup was "a little bit of a disaster" for hoteliers in his country, with the tournament failing to produce the expected number of land-based visitors, The Marina at Marigot Bay attracted a large contin-



gent of superyachts visiting the island for group play and the semi-final match between South Africa and eventual winners, Australia. Among the floating visitors were some nine mega-yachts in excess of 150 feet over the semi-final period alone, proving that The Marina at Marigot Bay is capable of handling the largest of the Caribbean cruisers and still has room to spare for yachts up to 240 feet.
"World Cup Cricket was certainly an exciting time for the bay," said The Marina's PR and Marketing Manager, Molly McDaniel. "Not only did we have a full house on the docks, but marina manager Bob Hathaway was instrumental in helping to organize a wide range of cricket-related community activities including the highly successful Algozin La Bas (cricket on the beach). This helped to make Cricket World Cup a memorable time for visitors and locals alike."
For more information visit www.marigotbay.com.

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A TASTE OF MARINA LIFE!

by Phil Chapman

We'd been anchored in Prickly Bay for a few weeks while awaiting a new generator, a factory replacement from Fischer Panda. We'd also been waiting for a bow-thruster to be delivered to us for our Cruisin' Canuck friends on *Ladyhawke*. And we'd also been waiting for an inflatable toy — no, not a doll, a sailboat-cum-windsurfer.

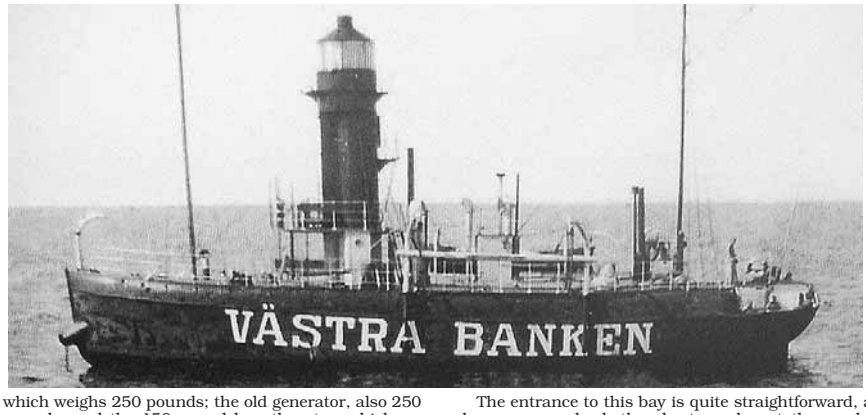
They all arrived during the same week, so *Chaser II* was in chaos while we shifted weight from one side of the boat to the other in order to make room for, and then winch into place, the replacement generator, which weighs 250 pounds; the old generator, also 250 pounds; and the 150-pound bow-thruster, which we lowered through the companionway to be stowed under our nav-table seat.

So, it was a strenuous week. How we have to suffer when cruising the Caribbean!

It was then we heard on the cruisers' VHF net that the new La Phare Bleu Marina was opening its dock to any visiting boats for a few days' free stay, in order to fill a few berths for an aerial photo shoot. In true cruiser fashion, my wife Yvonne contacted them and asked if we could come and take advantage of their offer. Yvonne spoke to Jana, who said we would be very welcome, "and we'll also have a barbecue for you in the evening!" So after our hectic week, we shopped for the basic necessities — wine, rum, and flour so Yvonne could make bread — and set off for the eastern side of Calivigny Island.



Above: Grenada's newest yacht facility has a unique feature: a floating restaurant housed in a former lightship



Below: The Swedish lightship in its original occupation. Her engine still runs

The entrance to this bay is quite straightforward, as long as you check the charts and spot the marker buoys lining the entrance through the reefs. At the head of the bay is La Phare Bleu. You can't miss it: there is a large, bright red Swedish lightship on the starboard side of the marina. The ship is crowned with the blue-painted light housing that gives the marina its name.

The marina is owned by Jana Caniga and Dieter Burkhalter. They are cruisers themselves and have a lovely Swan 53. Jana and Dieter have obviously thought this project through in great detail. The marina itself is nearly complete, and they are also building some one- and two-bedroomed bungalows on their adjacent land overlooking the bay. In the same area there will also be mechanics, sailmakers, and a mini-market.

Upon entry we were met by Dieter, who showed us our berth and took our lines. Jana came along the dock, welcomed us and told us when we finished mooring, we were most welcome to come and take a look around the area and the lightship. We made everything shipshape after our "long" voyage from Prickly Bay, and took a walk ashore. It felt strange to step off the boat onto a concrete floating dock as opposed to jumping in the dinghy.

The lightship is amazing, its old and new history being documented in the ship's restaurant. Dieter and Jana showed us around the galley and the restaurant and introduced us to Alex, the head chef responsible for meals in the restaurant and in the snack bar which will be finished shortly. On deck is an old light tower that you can enter, climb to the top and appreciate the views of the bay out to the reefs.

For me the treat was the old engine room. When this ship was built, it ran on coal-fired steam, but it was converted to oil many years ago. Dieter told me that they had the engine running the previous week, only for a short period, but it worked. An engine of this type involves slightly more effort to start than modern-day diesels. You have to put the pistons in the correct place to start with, using a giant metal bar. After engaging this bar in the flywheel, two people standing on it can revolve the crankshaft enough to get the pistons into position. Each cylinder is then heated with a kind of blowlamp, using an open flame at the top of the cylinder head. Compressed air is then fired into the cylinder, forcing the piston down, and thereby turning the crankshaft. Fuel is then injected and the engine continues to run. I'm not an engineer, but that's my understanding of its technology — or lack of. I'm sure Dieter would gladly show anyone around and explain.

During the afternoon, *Surf 'n' Turf*, a charter angling boat, came in for an overnight berth. The owner had just returned from a charter and brought with him a couple of fish for the evening's barbecue: a mahi mahi and a barracuda. These were promptly handed to Alex to prepare.

Dieter and Jana have a beautiful barbecue and smoker; it looks like an old steam-driven tractor engine. There are three chambers that run horizontally, the right-hand one of which is used for the fire. Wood is a good fuel, though charcoal can be used too. The centre chamber houses the grill where the food is cooked by heat, but without flame. The left-hand chamber/chimney has stacked shelving; any food placed on these shelves is cooked by smoke.

Come evening, Alex fired up the smoker and, using the barracuda, demonstrated its ability. Have you ever smoked a barracuda? I can tell you, whether you like barracuda or not, this is the best! A fine appetizer was thus provided while Dieter supplied drinks and Jana prepared an impromptu salad. Alex then cooked the mahi mahi on the centre section of the barbecue.

This was one of those evenings. You know the sort of thing: people just show up, someone brings some fish or sausage and throws it on the barbie, a few beers and good company are enjoyed.

I'm sure Jana and Dieter will do well in their project, which will be operational June 1st. The project, unlike many, uses local labour and, when it is finished, will be an advantage to the local community as well as the cruising and boating community which Grenada relies on to a great extent within its tourism market. I am not a marina person, but I think the facilities are good and cruisers are certainly welcomed, in contrast to so many new projects which cater only for the megayachts.

Good luck to Jana and Dieter; they work hard and deserve to succeed. And if you want to see a good example of a lightship, pop round and see them.

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Yacht Insurance, Past, Present and Future

by Guy Matthews

I escaped the commercial marine business in the mid-1980s and became reincarnated as a minor player in the yacht insurance business of the New Millennium. I had a front-row seat as the old-line surveying operations — US Salvage, London Salvage, and the local shoreside shipmaster, mate or engineer-cum-surveyor — were replaced by a multitude of fine surveying organizations and lone wolf surveyor-technocrats. While 60 years ago a yacht might have been surveyed by a master mariner who had little knowledge of "boating", the unprecedented growth of yachting has today produced a true nautical hybrid — the yacht surveyor. The unprecedented growth in all things marine in the last half of the twentieth century has resulted in a much more complex business structure and a blurring of the lines of responsibility.

I attended the death of the wooden-hulled, gasoline-powered yacht and was present for the birth of the fiberglass, steel, composite, aluminum and carbon-fiber yacht hulls and the diesel, diesel-electric, eco-electric, hydraulic, water-jet and other yacht-propulsion systems. To paraphrase Hank Snow's "I've Been Everywhere, Man", I've seen the wooden Elcos, Stephens, Chris Crafts, Aldens and Hinkleys replaced by the fiberglass Hatterases, Bertrams, Morgans, Pearsons and Columbias, which in turn are being replaced by the Sea Rays, Oceans, Beneteaus, Hunters and Little Harbors. I've seen the costs of vessel operation and yacht values surge upward beyond the stratosphere. And, horror of horrors, I'm watching monohulls being supplanted by multihulls — and who knows what next?

All of these events have made me come to believe that only two things are certain in the yachting world: change and conspicuous consumption.

This journey has provided me with a unique perspective as the traditional marine surveying profession adapted to the realities of the New Millennium. The surveyor's ubiquitous disclaimer is appropriate before I commence: "I do not represent any insurer or surveying firm and the opinions expressed herein are mine alone."

An Interesting and Confused Jumble

The yacht assured is a far different animal from the commercial marine assured, a difference which should be noted to fully understand yacht insurance today. While the commercial marine assured is more often driven by economic sense with professional management, the yacht insurance populace ranges across life's social and intellectual spectrum to include competent and businesslike owners, hedonists, idiots, geriatrics, geniuses, adventurers, escapees from modern society, and what can charitably be described as "eccentrics" who do not think like the rest of the real world. (The words "pure nut cases" come to mind.) With the advent of GPS we now have yacht owners who wear red and green shoelaces to identify port and starboard while undertaking voyages across oceans without a single paper chart onboard. While the GPS has made navigation easier for all, an unintended consequence thereof is the blessing it has been to salvors, surveyors and boatyards due to numerous groundings, strandings and other untoward events caused by over-confident boatowners who lack basic sea sense. While most insured yachts are practical for their intended service, some segments of today's insured yachting fleet have either been overcome by age and use, or have strayed far from design concepts embodying seaworthiness and utility. It is a gross understatement to say that today's yacht fleet and today's yacht owners are an interesting and confused jumble.

Nevertheless, it is my experience that yacht insurers pay their claims and function admirably in today's complex and sometimes hostile business environment. Their actions in maintaining an insurance market for yachts in the face of unprecedented loss experience is commendable and sometimes heroic. Unfortunately the sustaining of a market for yacht insurance in such dire circumstances causes the insurers to sometimes react in a manner which is difficult for the layman and industry professional to understand.

In the yacht insurance realm there are monumental differences in underwriting, claim-handling practice, coverage, philosophy and attitudes. While many yacht insurers continue to operate in a traditional manner, hiring the occasional surveyor and physically supervising the minutiae of a loss adjustment using in-house personnel, it has become clear that the sheer size and increasing complexity of the yacht business requires that some reforms take place. Nevertheless, some insurers' practices remain rooted so deeply in the distant past that they do not even provide the loss surveyor with a copy of the original hull survey as a tool in assessing damage. Meanwhile, other insurers send representatives out with checkbook in hand in an attempt to quickly settle a claim. Yacht claim handling practices are in the throes of change.

Most importantly, not every event is intended to be covered, and damage, when covered, is reimbursed to a varying extent by each insurer. The difficult claim gets most of the publicity, for which the public sometimes bestows a harsh and unfair judgment on the entire marine insurance establishment. Although today's yacht insurance policies are not free from faults and draconian terms, the yacht-owning public should be thankful that these sometimes brave insurers have kept an insurance market in place for yachts in the face of a loss experience which, to this onlooker, seems horrendous. To paraphrase Will Rogers's comment that "prohibition is better than no liquor at all," it is clear that the currently available yacht insurance is better than no yacht insurance at all.

The New Contractual Claim Manager

In my new berth, we established what I believe to be a harbinger of the marine insurance service operation of the future, an operation in which a single firm operates as a contractual claim manager, thereby eliminating platoons of insurer-supervised adjusters, surveyors and other single-specialty functionaries. It is a radical idea which is succeeding, in part because insurers, managing general agents and large brokers are seeking ways to operate more efficiently, increase their professionalism and reduce their costs. I believe that this type of service company is a model for the future.

We deal with all aspects of the yacht claim, from the primary determination of coverage to the actual payment of an adjusted claim. Our responsibilities include the confirming of the accuracy of stated facts on the application for insurance, reviewing details of the hull survey submitted to comply with the policy's survey clause, investigating the accident, reporting to insurers and reinsurers, surveying or ordering surveys of damage, coordinating salvage, sometimes battling with the increasing horde of pirates masking as yacht salvors, reviewing damage surveys, following repairs, adjusting the claim and handling actual payment of the claim, many of which functions would be considered anathema to tradition-bound surveyors in days of yore. This type of service company involves responsibilities far beyond the traditional survey function and, like it or not, is subject to the insurer's ethical views on claims handling. In other words, we act as an abbreviated version of the insurer's claims department and handle claims as the insurer wants claims handled.

We have little if any involvement in policy writing and underwriting. The ancient mystical art of marine underwriting and its secrets continue to remain a mystery to claims persons everywhere, but the fundamental truths of marine insurance remain unchanged — surveying is a science, adjusting is an art and marine underwriting is a combination thereof.

When a claim is reported to our firm, our initial actions are focused on producing a comprehensive preliminary report with a recital of the basic loss facts, a reasonably accurate loss reserve, details of the insurance coverage, a first analysis of subrogation possibilities and the probable cause of loss. We quickly assemble the available facts and assign a surveyor from our in-house informal list of competent surveyors. This surveyor surveys the vessel in the traditional manner and first provides us with an informal (often handwritten) recapitulation of survey findings, candid comments about the loss and the assured, status of compliance with pre-loss survey recommendations and details of the loss occurrence.

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This informal recapitulation, and the later-produced traditional field survey with "found" and "recommended", combined with a either a "note of protest" or the assured's statement, are the basis for the preliminary report to the insurers. Our preliminary report is supplemented by an adjuster's review of the original application for insurance and the original hull condition and valuation survey, if one was required for the coverage. We review this information and comment on the compliance with the original hull surveyor's recommendations, accuracy of information given on the application for insurance, cause of loss, amount of damage and a multitude of other pertinent factors. The properly done preliminary report becomes the road map to the final settlement.



JANE GIBB

We provide the assured a written summary of relevant factors related to payment of the claim, including the field survey, information on deductible and depreciation, a written listing of the assured's responsibilities in the event of loss, and a page from an infamous guide detailing useful facts for claimants submitting a yacht insurance claim. When repairs are completed, we review the costs and actually adjust the claim. We are available to the assured during the repair process to comment on those questions which normally arise in any damage repair.

Good Surveyors' Reports

The surveyor's reports are the most important tool in claim handling as well as being the objects by which the surveyor is judged by the world. I always emphasize that factual information should be reduced to writing and I always state that a surveyor's verbal report does not eliminate the responsibility to reduce all — and I mean all — findings to writing. Photographs are nice, but the existence of photos does not negate the need to write descriptions of damage and other claim-related facts.

Since many insurers require not only a hull survey of the potentially insured vessel, but also require a Letter of Compliance with Survey Recommendations for the coverage to incept, we see all types of survey reports. Many assureds submit a condition and valuation survey done for pre-purchase purposes to meet the policy's survey requirement. Since a pre-purchase survey should be much more detailed and discriminating than a survey for insurance purposes, the potential assured might find himself or herself in violation of the policy's survey requirement for a miscellaneous noncompliance item such as the failure to replace a burned-out light bulb in the head. (I've never known an insurer to deny coverage for such an insignificant condition, but in today's increasingly fussy technical environment, such a denial is not beyond the pale. I know of a dockside sinking claim in which a denial was proposed by a budding yacht insurance technocrat because the fire extinguishers were not tagged as recommended.)

I am astounded by the superfluous fluff which some surveyors put in survey reports. I have in my files survey reports up to 45 pages in length on boats under 45 feet which could just as well have been two pages long. I find it hard to believe that competent surveyors are purchasing a computerized "universal survey report form" which is distinguished by the useless information included therein, the difficulty in locating pertinent particulars, and its excessive length. I strongly believe that survey report writing should be distinctive to the author, concise and sharply to the point. In the best of all possible worlds, the accuracy, conciseness and perceptiveness of survey findings, rather than sheer length, should be the justification for the fee. The insurer is interested in the vessel particulars, fair market value, condition of the hull and components, and the recommendations affecting the safety and seaworthiness of the vessel. The insurers have little need to view recommendations relating to cosmetic improvements, installation of waste-disposal placards, surveyor pontification on operation of the vessel, etcetera.

I suggest that "for insurance" surveys be no more than two or three pages in length and accompanied by a separate attachment listing the recommendations affecting the safety and seaworthiness of the vessel. All recommendations should be framed in exact and imperative language.

The damage surveys should be equally concise and should not rely on multiple photographs to demonstrate damage. It is necessary for the report writer to depict damage in words. A few photographs are nice but should never be embedded in the report.

Moreover, proper reporting requires written words which make sense. I regularly see surveyors who report on a vessel's "new replacement *value*." (Oscar Wilde's comment about those who don't know the difference between price and value comes to mind.) Ill-thought-out verbiage or faulty reporting detracts from the impact of the survey.

In the Years Ahead

It is impossible to predict with certainty what the yacht insurance business will look like in the years ahead, but I am certain that it will be different from the current model. Yachting has become as good an example of change and conspicuous consumption as can be found. The continued growth of yachting depends on many factors, not the least of which is the availability of insurance. The insurers who survive will have to be able to function effectively in an increasingly adversarial and hazardous market.

I believe that there is a place in the yacht insurance business for a contractual marine risk-rating firm, operating much like the contractual claims manager. I once wrote a business plan for Marine Insurance Technical Services (MITS) which proposed a vessel/owner/area rating system for yachts. Unfortunately it went about as far as I could throw a storm anchor. I still believe that it is an idea which will allow the risk to be responsibly rated on its actual exposure.

I believe that in the future there will be more claim-management firms handling all aspects of marine claims. The successful firms might be different from the firm described above, but the aggressive and enlightened marine surveyor is the person most capable of providing this service. Given the complexity of the modern yacht fleet, the competent surveyor with broad experience is better positioned to offer basic risk information to the insurers than anyone else on the planet. For example, this new approach could eliminate much of the broker-required written hurricane plans and other useless fluff and replace it with a simple omnibus seaworthiness and storm-worthiness warranty for yachts. This new business approach will provide more opportunity for profit than a pure yacht-surveying business and will advance professionalism to the benefit of the yachting world.

This article was excerpted from a presentation given by Guy Matthews to the annual meeting of the US National Association of Marine Surveyors (NAMS) in Galveston, Texas, in April 2007.

Guy Matthews is the author of The Yacht Owner's Guide to Marine Insurance: An Onboard Non-Technical Handbook, *and* Sundowner Stories, *both available from QN46@aol.com.*

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Moorings, a Two-Edged Sword

The idea of installing permanent yacht moorings that could be rented for the night originated in the British Virgin Islands. It was a strictly commercial proposition which involved the siting of moorings in popular anchorages. Bareboaters would be willing to pay for such moorings, rather than anchor and risk dragging.

As a commercial proposition it was a winner, as is illustrated by the fact that all the popular anchorages in the BVI now have so many mooring buoys that it has become impossible to anchor unless you are outside of their area. In most cases this puts you in 60 or more feet of water, where it is difficult to anchor.

The idea of permanent moorings spread to St. John, USVI. The Parks Department put them in some areas to preserve the coral from damage and in other areas allegedly to allow the turtle grass, which is uprooted by anchoring and anchor chains, to regenerate. However, they can get ahead of themselves. For example, they have established moorings in Francis Bay to allow the turtle grass to regenerate. But Rudy Thompson, Dick Avery and I have pointed out that in the 1950s, when we arrived, there were basically no yachts in the Virgin Islands to damage the turtle grass, and there was no turtle grass in Francis Bay.

Having permanent moorings in all the popular anchorages in the Virgin Islands is a two-edged sword. It is a pain in the backside in that all the good anchoring spots are gone, but it is good that "bareboat bombs" are not dragging through the anchorage, bouncing off other boats and calling the bases for help every time it blows.

Of Moorings and Harbors

The good side of moorings is illustrated by the fact that, in the second week in January 2006, after two weeks of light air or calms in the BVI, the Christmas Winds arrived with a vengeance. My wife Trich and I were sailing on a friend's boat, anchored in that wonderful secluded cove in Bluff Bay on the south side of Beef Island. Three times gusts came through that laid us over till we were rail down. The gusts were so strong that they picked up the surface of the water and blew it off towards Peter Island like a fine mist. Yet with all this wind, there were no calls on the radio of yachts dragging and calling for help. All were well secured to professionally set mooring buoys, and the crews were off enjoying the shore-side life rather than trying to reset the anchor in a blow.

Despite their proliferation, the widespread establishment of moorings has not ruined the Virgin Islands for the cruising yachtsman who is willing to get off the beaten track. My first cruise in the Virgin Islands was during December 1956 and January 1957; the last time I cruised these waters was in January 2006. There are still plenty of nice, secluded anchorages where you will be alone or have only one other boat if you are willing to seek them out. This is not only true in the Virgins but also throughout the Eastern Caribbean.

Permanent moorings slowly spread south, first to St. Lucia, then to the Young Island cut in St. Vincent, on to Mustique and Admiralty Bay. The "Moor Seacure" moorings within the Virgin Islands have developed a reputation for being very reliable, well-established, well-secured and very well-maintained. Unfortunately that cannot be said of the many moorings laid at islands further south, where you are well advised to dive and inspect any mooring you take up, so as to ascertain its condition and suitability for your boat.

A Roll-Free Harbour for Canouan?

On another subject, Charlestown Bay (Grand Bay), Canouan, has always been a rock-and-rolling anchorage. The only quiet part of the harbor is up tight into the northeast corner, where there is no beach.

Take a look at the truly wonderful beach along the southeast part of the bay. Usually, if you have a wonderful beach you will not have a calm anchorage as it is the ever-present swell that creates the beach. When the groundswell starts running, the Charlestown anchorage goes from being uncomfortable to being untenable. Depending on the sea conditions, landing a dinghy on the beach or alongside the dock varies from being very difficult to impossible. At times I am sure that the Moorings charter parties have barely stepped off their plane and been delivered on deck before they start to get seasick while still at anchor.

Glossy Hill is being blown up to provide fill to extend the airport runway, making it possible for international flights to fly direct to Canouan. While airport development projects in the region have a checkered history, with the blowing up of Glossy Hill there is probably enough rubble to do something really constructive. I suggest building a breakwater across the north side of Nens Bay, the bay just east of Glossy Hill.

If a decent-sized gap is left on the western end of the breakwater the swell breaking on the gap would feed through the harbor and out the channel at the eastern end, providing excellent water circulation. Nens Bay would be a miniature Christiansted harbour, St. Croix. In Christiansted, the sea breaks on the reef, floods into the harbor and exits through the channel at the eastern end; the water there is always perfectly clear.

A breakwater at Nens Bay would create a calm, all-weather harbor for Canouan. A marina could be built, and charter guests could climb off the plane and, ten minutes after clearing Customs, walk onboard their boat moored stern-to in a quiet anchorage.

Sea Kayaking in the Grenadines!

by Hans Baer

The Grenadines are a dream destination for sailors from around the world, and tourism in this region derives its largest share of business and income from yachting. Over the last decade I have been wondering why another boating activity — sea kayaking — has not similarly developed in this part of the world.

An Untapped Resource

Visitors to northwestern Canada and the US, as well as to just about any major lake system in North America and other continents, will note the thousands of sea kayakers during weekends and holidays, and the dozens of thriving sea kayak businesses providing boat rentals and training on and along all these waterways.

Searching the Internet, you will find sea kayak enterprises and tours all over the world, including such faraway locations as the Galapagos Islands, Australia and New Zealand. But I have not seen anything mentioned about the Grenadines in particular.

There are activities in Caribbean locations such as Belize, South and Central America and the Bahamas. There are also some hotels and yacht charters where "ocean" or "sea" kayaking is mentioned, but usually this refers to the provision of the top-seated "ocean kayaks" referred to below. Yet, compared with the problems associated with the seasonal kayaking on the frigid waters of, say, the shores of the American and Canadian Northwest, paddling the warm and translucent waters of the Grenadines should be a sheer delight year-round.

Only once during the past dozen or so years have I seen a group of sea kayakers here — a group of Dutch on a beach in Bequia with inflatable sea kayaks. They said they were on the way to paddle to Mustique. Also, occasionally, a boatman in the region has told me about having seen the odd paddlers coming through, often on longer tours up the island chain. Clearly, these visitors are rare and, as far as I could figure out to date, they have not left any reports or traces on the Internet.

The Grenadine islands provide plenty of opportunity for scenic, safe and challenging trips. Most kayakers might prefer traveling up and down the leeward sides of the many islands, visiting beaches and reefs, while others might cross between islands and brave some of the wavy waters. In principle, sea kayaks can navigate the seas in just about any type of condition, but of course advanced skill levels are required for some of the more demanding situations with waves and winds.

I Decide to Buy

Frustrated with the fact that I seemed unable to meet kayakers in the Grenadines, and always encouraged to take the plunge myself when visiting back home in British Columbia by the widespread kayaking activities there, I decided to finally acquire my own boat, …

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Me and my Eskia, three-quarters of the way across the Bequia Channel, with the waves getting higher…



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…even if this would force me to do some local exploring by myself. I just had to consider myself worthy of spending a good chunk of money (a new sea kayak costing about US$1,000 to $1,500) for my own pleasure, including the eventual 36-percent Customs duty bill.

I chose a composite Necky Eskia, reputed to provide a good balance of stability and speed. Good things always come in threes. After I acquired my own kayak, there suddenly was a second one brought in by one of the students at the medical college in St. Vincent, and then I saw a young Vincentian with a two-seater sea kayak. In addition, this year a tourist enterprise with a few kayaks opened at Buccament Bay. So, maybe there are developments promising to make sea kayaking popular both for locals and tourists in St. Vincent & the Grenadines!



Looking back towards St. Vincent. There are endless opportunities for safe and challenging trips in, around and among these beautiful islands

Sea kayaks have a cockpit, bulkheads and use a spray skirt. They also have two sealable ports to store some luggage in the bulkheads for touring and overnight trips. They come in various shapes and designs, depending on whether you want to opt for speed or stability. To each his own!

The so-called "ocean kayaks" mentioned above are top seating — one sits on, not in them. They have self-bailing composite bodies with a high freeboard that makes them very wind sensitive and thus unsuitable for open ocean waters. They are fun craft for running about in calm waters and close to shore, but are not generally suitable for negotiating more difficult and windy open sea conditions.

My Early Attempts

I had some white-water canoeing and kayaking experience from a long time ago when we canoed wild rivers and rapids in Alberta, Canada, and explored the fabled Nahanni River in the Northwest Territories. Thus I have some feeling for waves, currents and paddle strokes. But I soon found that there is a difference between paddling my new sea kayak in choppy ocean waters and running rivers in canoes: you have to be constantly alert and, at a point, the changing patterns and constantly changing shapes of waves coming your way can make you dizzy.

Also I found that there is quite a difference paddling a kayak with or against the waves. Paddling into incoming waves is easier: you see what is coming and can adjust your strokes and lean for balance. But when the waves come from behind ("following seas" to use proper sailor's jargon), it is a different story. Although you know that something is coming, being unable to look behind easily, the following sea may push you this way or that, unbalance and even capsize you. This is where skill and strength are needed.

On one of my early excursions outside St. Vincent's Blue Lagoon I was thrilled to meet medium-sized waves head-on after paddling through the pass of the protective reef. But when turning around, it did not take very long before a following wave pushed me sideways and I capsized.

Now, the experienced and well-trained paddler of course would have done an Eskimo roll — that's where the spray skirt comes into its own, preventing the cockpit filling with water. I had done such rolls many years ago with a whitewater kayak, but I am not skilled with this now so I wasted no time trying and quickly exited the kayak under water.

I was little concerned because a few swim strokes easily directed me and the floating boat towards the Young Island Channel where I knew I would find footing and manage to get ashore. On this occasion, however, a fishing boat came by and helped me get back into my kayak.

It was easy to find on the Internet several descriptions of the techniques of getting back into your kayak, such as by using a so-called paddle float. After the above experience I practiced this technique quite successfully in calm waters but now I needed a true accident to make me try it in wavy conditions. Getting back in may be the least of your problems — sitting in an unstable craft with the cockpit half full of water and trying to bail it out may not be so simple in a rough sea. With several boats traveling together other techniques can be used, but to practice these I may have to wait until sea kayaking catches on in this region!

In the Southern Grenadines

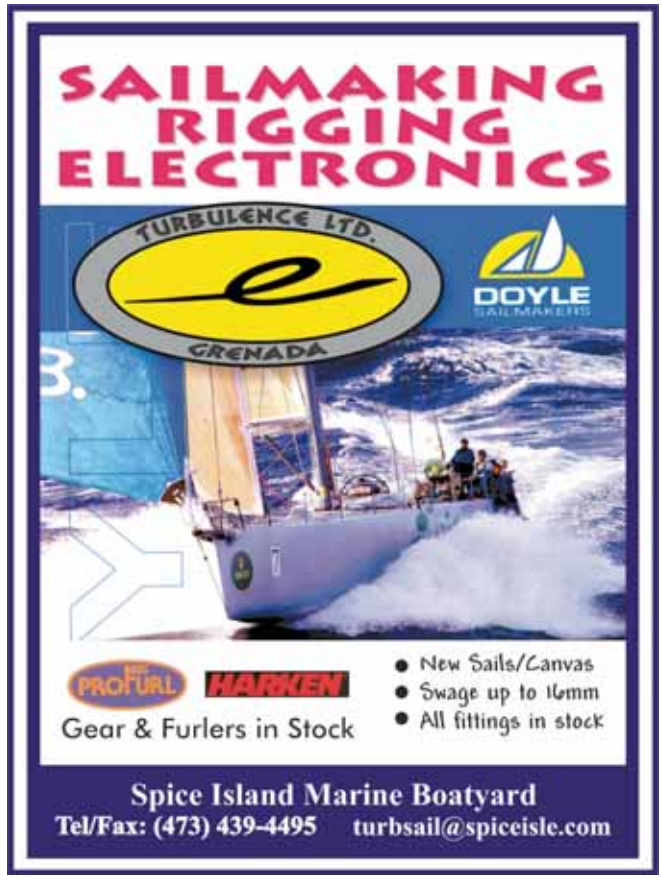
One of my next adventures was to explore kayaking in and around the waters of the Grenadines out of Union Island. Crossing from Clifton to Palm Island was an easy 25 minutes in short choppy waves and against a good wind. The return, with the wind and waves following, only took about 15 minutes. In these waters, the waves are not too high, but attention is needed all the time. After some time I found it became a mental exercise to remain observant and focused rather than careless and unprepared, regarding the ever-changing conditions of the surrounding seas.

A paddle from Mayreau to the Tobago Cays against a stiff wind took about an hour. Of course, in and around the Cays paddling is at its prime with reef-protected calm conditions, clear turquoise waters, plenty of pristine scenery and many small beaches to take a break at. With luck, you may even have sea turtles catching a breath close to your boat.

A trip from Clifton to Big Sand Bay on Union Island was 30 minutes, and on that trip I was lucky that the following seas were manageable. Often the waves there would be much higher, but if one capsized and drifted with the boat, reaching reefs and land seems no big problem on this stretch. Paddling to the leeward side of Union Island past the village of Ashton should provide easy and relatively safe access to Chatham Bay, until recently only accessible by boat or via some bush paths. My next trip should be a crossing from Union to Mayreau.

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I learned quickly that when paddling alone it is wise to be cautious and navigate only in waters where one would be sure to be pushed towards safe shores rather than drift off into open waters. Otherwise, seeking backup with an accompanying boat is mandatory. For tourist operations there would be no problem: the cost of hiring a guide-boat backing up a group of kayakers would be acceptable to most groups and thus open up endless opportunities for trips in the one- or two-hour range throughout the Grenadines.

The Bequia Channel Challenge

One obvious and early aim of mine was to cross the nine-mile wide Bequia Channel between St. Vincent and the island of Bequia. In good conditions, I figured I should need no longer than two or three hours. But conditions in the channel are often adverse, with waves, wind, a westerly current of some three to five knots and, sometimes, tidal counter-currents of equal strength, resulting in rough wave patterns and whitecaps. Checking with the SVG Coast Guard, the only information I could get from them was the time of the high and low tides — nothing on currents. So planning a trip remained a guessing game.

Following a week of totally calm waters after Easter 2006, Tanzid Shams, a medical student, and I planned our first attempt at crossing the channel. We hired a single-engine boat and operator to accompany us and set off early in the morning from the Blue Lagoon. Everything looked and felt good until we made it through the opening in the reef and suddenly found ourselves facing waves that grew bigger and bigger by the minute and seemingly became as high as a house. Not only that, we also saw the "Bequia Bullet" — a landmark detached rock off the northeastern tip of Bequia — move towards the right instead of the left, meaning we were in a major and strong tidal counter-current that was carrying us toward Barbados. Clearly, this current, working against the prevailing ocean current, was responsible for the size and vigor of the waves.

After 20 minutes paddling into the waves I knew we had to turn to starboard and run with the waves to stay in the channel. But of course that brought the immediate problem of "following seas" described above, and it took only three or four of these to unbalance us and make us both capsize. I had always wondered how it would feel swimming in big waves in the open ocean. Now I knew, and I must say it was actually great fun seeing those towering waves move towards us and bounce myself and the kayak I was hanging on to up and down.

Our rescue boat came to assist and after some struggles we both managed to get on board and secure the kayaks. Heading home, a small crisis came when the rescue boat's engine stopped and the gas tank was under water. After some bailing the engine started again and we were none the worse off. My photographer and videographer on board the boat never took a single shot — all she could do was hold on to the boat in terror throughout the ordeal. Clearly we were defeated, but also a good experience richer.



Big and small meeting in the Tobago Cays, where paddling is at its prime

Later that day we crossed the channel on a speedboat and joined a beach party on Bequia. It turned out that all day the entire channel was in turmoil with waves and whitecaps that also gave the ferry passengers a rough time — definitely not the day for a kayak crossing.

Bequia Channel, Success!

Months later, towards the end of September, I repeated the crossing attempt. This time I was alone. Again I engaged a small boat operator to accompany me. The boat needed to go and fetch some fuel, so I decided to start off on my own. The waters were relatively calm, but after close to an hour of paddling the waves grew higher and I saw no trace of my accompanying boat. As well, I noted that there was again a tidal current taking me towards Barbados rather than drifting me towards Venezuela. Fortunately the powerboat showed up eventually, and just in time, because the situation definitely worsened.

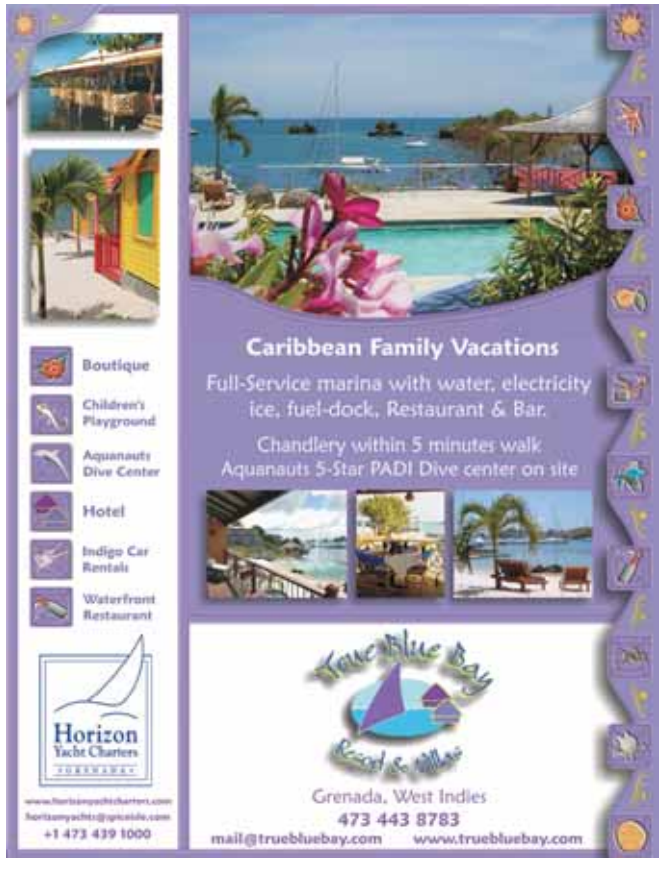
The waves building up were nothing compared with those on our first attempt, but they were still worrisome because the current taking me to the east eventually required that I had to paddle with following seas. Sure enough, one unexpectedly crooked wave got the better of me and I capsized, about three quarters of the way across the channel. There was no problem "rescuing" me, emptying the kayak and getting me back in. Although conditions continued somewhat on the rough side, I managed to reach my destination in good time, entering Admiralty Bay after about two hours, then having an easy paddle towards Lower Bay.

A few weeks later, a Vincentian man, Mr. Charles, and his 14-year-old son crossed the channel in their two-seater kayak — in both directions and clocking excellent times. I am told the two-seater longer kayak may have a significant advantage, not only by being powered by two paddlers but, being longer, providing a safer ride in following seas.

I noted that on longer trips, such as the Bequia Channel crossing, wind and seas can take their toll in terms of fluid- and electrolyte-loss, leading to dehydration. One may not be aware of this problem until it is too late, since sweating is not noticeable in blowing winds and during dedicated exercise with constant need to watch waves and waters. I used a drinking bag with a hose but should have used it more often, because some leg cramps developed after the trip.

Yes folks, now I know that sea kayaking in the Grenadines is fun, with endless opportunities for safe and challenging trips in, around and among these beautiful islands. I am looking forward to the time when I will just be one of dozens of kayakers in the region, and maybe rental business operators will contribute significantly to tourism in the area.





Through the Valley of Desolation to Dominica's Boiling Lake



by Chris Doyle

I began to think of the hike to Dominica's boiling lake as the almost impossible trip. At different times I sent a couple of helpers to check it out. My memory is that they left at the crack of dawn and arrived back around dark, covered in mud and acting somewhat shell-shocked. Though both reported it was one hell of an interesting trip, neither seemed in a rush to do it again. This impressed me probably more than it should. I also knew two couples that used to speed-walk. They had visited Dominica together and took the hike to the boiling lake — one couple made it and said it was no big deal; the other couple gave up halfway.

I decided this year was it. I wanted to do this hike before I became so ancient I couldn't.

I was somewhat encouraged by talking to a hiking cruiser in Portsmouth. He zoomed off one day to hike to the lake for the umpteenth time and said, "It's no big deal, and it is only an hour and half from the trail head". This did not quite jibe with what I had seen of other returnees, though this was somewhat explained by a conversation we had a few days later. He was going to walk round the north end of the island, a trail I regard as really pleasant. When he came back I found that he had not merely walked the trail, but first walked to the trailhead at Capuchin — a six-mile, hilly road. Then, having got to Pennville on the northeast coast, he walked all the way back right over the top of the mountain. That is out of my league!



CHRIS DOYLE

'How would you like your eggs?' Sea Cat cooks a restorative snack over a steaming volcanic vent

Sea Cat had not been to the boiling lake for a few weeks and offered to take me. We set off from his base in Castle Comfort early and were on the trail at 0650.

As I watched Sea Cat pull on socks and hiking boots, I felt for the first time a little regret that my only hiking footwear are the sandals I go to town in.

Early in the morning it was cool and pleasant; the day was fine without threat of rain. We passed Titou Gorge and headed up the trail. The first part was a steady moderate climb through rainforest. We passed *chataigner* trees with giant buttress roots, and Sea Cat pointed out a small *gommier* (gum) tree, *Dacryodes excelsa*, of the kind used to build pirogues. Some of the white gum was oozing out; this gum is used to caulk the dugout canoes.

Looking at the map you could see the boiling lake is up in the mountains, so uphill I expected to go. However, we soon reached a ridge and had to descend quite steeply through the forest to the Trois Pitons River. Here we stopped for a grapefruit break before heading uphill, more steeply this time, on the other side of the valley. The trees got shorter and more stunted as we approached the top. At one point we had to cross a narrow ridge between one mountain and the next. I vividly remember Althea, one of the people who had investigated this trip for me, describing this as a terrifying narrow path with a precipice on both sides. I could see exactly what she meant, but did not have to experience it — the Forestry Division has cut the ridge down, making it wide and safe, but you can still see part of the old ridge which was left as a wall on the south side.

From here it is not too far to the highest point of the trail, where an open area has been made so you can enjoy the spectacular mountain views. This point also houses the equipment that sends news of earthquakes to Trinidad. From here you can normally see the boiling lake far below. Today we couldn't see it, but in another way we were lucky; the misty clouds were keeping us cool. And although they obscured the view to the east, we could still look way back and see where we had come from.

We now started downhill again, at first on an easy trail, with great mountain views, and then it got steep, slippery and became a scramble as we dropped into the Valley of Desolation. Sea Cat whizzed away off to cook some eggs in a boiling vent; I took my time. I think one of my hesitations about this hike had been that I had imagined we would have to hike for miles though steaming hot red mud, and fumaroles belching copious hydrogen sulfide. In reality, the Valley of Desolation is a high point of the trip for interest, but only takes some minutes to walk through. You cross over a hot river, which has plenty of bathing pools lower down. Scenery that looks like Dante's Inferno is not my favorite, but it went up a notch when Sea Cat produced two perfectly soft-boiled eggs; they tasted delicious. As we ate them we saw the steam rising from the boiling lake now uphill to the northeast.

It is a steady hike to get there. Finally we emerged on a natural platform at the edge of the lake. Sea Cat had brought along a breakfast of bread, stewed saltfish and fried plantain. We ate as we watched the pool and enjoyed moments when the steam cleared enough see the bubbling water. We thought about the guide who had lowered himself down on a rope to try and get a camera that had fallen over. When climbing back up, the rope became so wet and slippery he slid back down and crashed partly in the lake before he managed to get on a little ledge on the side. He was badly burnt and spent months in hospital. We also thought about the stunt team that planned to tightrope right over the top sometime in the future.

Sea Cat could have gotten here in an hour and half, but I took two and quarter hours, and that was in perfect conditions with no rain. (We were back at Titou Gorge by midday.) The trail has been much improved since earlier days, making it significantly easier and less muddy. It is a wonderful hike, varied and full of interest, one of the Caribbean's best; I look forward to going again, Nowadays it really is no big deal, but it is just long enough that it is worth making an effort to keep a steady pace. Best save the dawdling for the return.

I took time on the way back to bathe in one of the natural hot pools in the river. The water was piping hot and cured my aching calf muscles instantly. I did not feel them again till near the top. However, I dared not stay in more than a few minutes lest I became too enervated and dehydrated to move. On the other hand Titou Gorge's cold water at the end of the hike is perfect. Titou Gorge is a slot canyon with water in the bottom. You swim back a couple of hundred yards as it winds itself into various shapely chambers. Way above, the sunlight filters through the trees and down the narrow, sheer walls. At the head is a crashing waterfall; a shower underneath sets you up for the rest of the day.

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I'm beginning to lose track here so let's recap.

First, there's the REAL WORLD. That's the place where I order the crucial-can't-move-without-them boat parts and they take six weeks to arrive with the hurricane season breathing down my neck and the manufacturer ships the wrong parts. This is the world where I can get sick and will eventually die, as in gone forever.

Then there's the VIRTUAL WORLD. I find it difficult to believe that this one exists, but it does. Here I can spend a reasonable amount and get a Swan 54, brand new, straight out of the box. The fact that I have paid REAL WORLD MONEY for something that only exists on a computer screen leaves me a tad perplexed. However, here I can also get new body bits, including the perky tits I wasn't issued with, and I need never die.

JULIA IN OCEAN WORLD

by Julia Bartlett

Somewhere in the twilight zone between the REAL WORLD and the VIRTUAL WORLD there is OCEAN WORLD.

In Ocean World I paid for some of the things that I normally find for free, but it is tangible stuff with a different twist.

To enter Ocean World, a marina resort in the Dominican Republic, the tourist coaches drive through a symbolic curtain of water; I was walking, so it was reminiscent of getting caught in a tropical downpour in the dinghy. As I was already wet I decided to go snorkelling on the artificial reef in an aquarium — guaranteed no jellyfish. I stopped to wave at the people sitting and watching me through the glass as I swam round and round. Sometimes in the cruising world it feels as though we are living in a goldfish bowl but this was the *real thing*, and about the same size. I fought down the urge to do an underwater moony because it was too early in the day to get kicked out.



JULIA BARTLETT

As a day-tripper, Julia found that the best place to view the marina was from the elegant cocktail lounge on the fourth floor of the casino



There is room for 104 boats to slip into the Dominican Republic's nautical alternative reality

The sea lions were fun and novel; I don't get to see many of those in these waters. And the audience watching the sharks being hand-fed and having their bellies tickled was a hoot.

It was time for a break so I sprawled out on the artificial beach after walking through the acres of the largest captive dolphin facility in the world (the Real World).

I don't know how you feel about captive dolphin facilities. Are we domesticating a species or enslaving it? Whether we should be doing either seems to be a moot point: it is being done. I have to admit that when watching the face of a severely impaired child light up when stroking a captive, I feel different from when I read about armed dolphins escaping after Katrina. At least Ocean World's dolphins have a better deal than those guarding the Hood Canal, home of the West Coast Trident submarine base (which is believed to contain a large stockpile of nuclear weapons) in 40°F water.

I gave the tigers a miss. There was no way I could find to justify having tigers caged somewhere like Ocean World. Instead, I visited what I had really come to see: the brand new marina. The best place to view it from is the very elegant, cream-and-chrome cocktail lounge on the fourth floor of the casino. From way up there I could see a nasty little swell rounding the breakwater from the natural deepwater channel. The moored vessels were all on long lines and strung well away from the concrete pontoons. The ocean was a glistening, gentle turquoise. What were the conditions like when there was a sea running, I wondered?

Situated between Florida and Puerto Rico with 104 slips covering 34 acres, Ocean World can accommodate yachts up to 200 feet. With the ability to pump fuel at 60 gallons a minute, this should be a Real World-class marina. The entrance is a well marked, deep channel and inside there is a 12-foot controlling depth. On shore there are smart conference facilities, a chandlery, a gym, a dive and fishing shop, taxis and car hire. A supermarket and boutiques are in the pipeline. There is also a private helicopter pad on site and the nearest golf course is just 15 minutes away.

But what happens on the water in bad weather? I found out the answer to this question by asking the captains of the vessels already there. They go back to the Real World, up the coast to Luperon, the hurricane hole I wrote about in the April issue of *Compass*. To the *tipico* fishing harbour where the fishermen still throw their nets and row out at first light.

What will be well used at Ocean World, I believe, are the 200 dry-storage racks taking boats up to 35 feet, and the refuelling facility... when it is safe to go alongside.

Just outside Ocean World I stopped for a beer in a little bar shaded by sea grape trees and watched the tourist coaches leaving. Then I gazed across the perfect white sand beach and sparkling waves breaking over the reef and thought that perhaps it wasn't entirely fair to judge Ocean World by my world, the NATURAL WORLD, which we don't all have equal access to. And did I really want all those tourists and mega-yachts in my world?

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5.	B	Y	C	A	T	C	H
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SPECIAL WORD: LOBSTER

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Twelve Good Things about Venezuela

by Heather Bacon

Much has been said about the robberies and the shortages and the less-than-serene streets and the local murders (all "settling of accounts"), not to mention the efforts of a political leader to create a not-so-quiet revolution in his passionate quest for *socialismo criollo*.

Many cruisers are afraid to come here. Others ask tentatively, "What is it like?"

I guess that, all over the world, people muddle through, survive or even prosper in conditions that would discourage the faint of heart.

We first set up temporary abode in Puerto La Cruz (PLC), Venezuela, without previous intention, in 1998 when our boat developed serious osmosis. As *velaristas*, we lived here for eight months then and I even got a job teaching English in a small language school. I worked on my Spanish, learned to cook a few local dishes and tried hard to "psych out" the mentality of a society that had been confused by drastic changes in status due to the sudden drop in oil prices.

Eight years later we returned to the real starting point of our circumnavigation and left *Argonauta I* in PLC during the 2006 hurricane season. My husband, Hugh, had been impressed by the workmanship of the crew who resurrected the boat from a bubbled fate and also had great faith in the security of the boatyard (P/C/TMO) where we left *Argonauta I* up on the hard.

After nine months in Canada, once again we came back to PLC. Although I had declared my intention to be a city dweller, urban denizen, landlubber... or at least a "fly-in wife", I accompanied my skipper, mainly because the hefty amount of luggage we carried to Das Boot would incur more excess baggage costs than my fantasized rental in New York. Just call me "baggage mule"!

Of course I entered gamely into the social milieu, trying to resurrect my rusty Spanish, establishing the quick and stimulating rapport with new-found friends that gets us through the day and trying once again to learn a bit about the society of present-day Venezuela.

I will not go into detail about the information I pick up from daily newspapers and TV, nor repeat the hearsay and insider information about "the why and the wherefore". Maybe someday it will be a sociological thesis. (They give scholarships to *anciandos* now). But in loyalty to a country where I have now spent a fair amount of time, I would like to list some good things about Venezuela.

Medical/Dental Care and Medications

A great many cruisers, particularly Americans, choose to have surgery here, attracted by the expert medical care and very thorough diagnostic procedures. This is in private clinics but the cost is very modest, attention rapid and care compassionate. Dentists, too are excellent and their fee far lower than in my country (Canada), where dental plans have made fees unaffordable for those without insurance. Much has been written about the laser treatment which has given a new view of life to world-weary eyes. Pharmacy items are amazingly cheap.

Climate

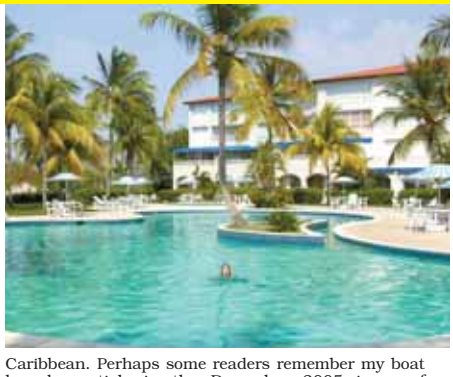
It was snowing in Ottawa on Easter and for a few weeks afterward. What can I say?

Pool at Bahia Redonda

The perceptive may suspect that I am a closet hedonist. When boat chores become too overwhelming, when chaos reigns, I hie me to the pool. On a good day (not during *Semana Santa*) I have it all to myself!

Laundry

I believe Chris Doyle said it first: the *lavanderia* at Bahia Redonda is definitely the best bargain in the



Caribbean. Perhaps some readers remember my boat laundry article in the December 2005 issue of *Compass*. Tahiti took the cake at $75 for a modest load. Estrellita at Bahia Redonda charges 8,000 Bolivars a load: approximately $2.50. It comes back pressed, smelling lovely, and sometimes even mended. Unfortunately one day, I overheard a cruiser of a different geographical persuasion complaining because he thought the price quoted had been for ALL his vast amount of dirty clothing, not per load, and "sixteen thousand" sounded expensive!

Dock Staff at Bahia Redonda

I will never overcome my dock phobia. I seize up at that particular four-letter word. But each time we have come into Bahia Redonda we have been met by Potter and crew, guided to a spot (usually of our own choosing) and tied up with expertise in a Med-mooring situation. Cruisers are also quick to help out if necessary. We are in the land of cruiser camaraderie.

TMO Expertise and Security

It was PMO, then CMO now TMO. Nevertheless we have had very satisfactory relations with "__entro" Marino Oriente: they handled our osmosis problem well ten years ago, and this time we have had excellent service both from ex-pats and locals employed there.

General Expertise of Well-Chosen Technicians

Networking is *so* important. Hugh specializes in it. With the advice of trusted contacts he has managed to find only skilled experts to work on our boat. I cite Angel, who lives up to his name. He performed miracles on electrical equipment that we thought in critical state. Linda, the Dinghy Doctor, is also fantastic. Hugh had been about to buy another Caribe dinghy, a bargain here compared to other countries, but $1,000-plus nevertheless. But wonderful Linda found the minuscule leak, patched it up at reasonable price and gave us another ten years of shore trips!

Por Puestos

Woman doth not live by boat work alone. I love a break and I go downtown by *por puesto*, the communal taxi that I still believe is safe. (And it costs only 1,000 Bolivars, compared to 10,000 for the taxi which I take back when laden with purchases.)

Batidos

Kiosks on the street have a row of blenders and a selection of fruits: strawberries, watermelon, cantaloupe, guava, banana (*cambur* in Venezuela). For 2,000 Bolivars you get a fresh drink of blended fruit, water and sugar. (You can cut the amount of sugar if you are philosophically opposed.) It is refreshing and delicious and I have faith that the water is pure.

Designer Butcher Shops

Grocery shopping can be time-consuming and frustrating since there have been a series of imposed shortages. (I am not a political animal so I will not elaborate.) When you see chicken, you stockpile. Ditto for sugar, flour, eggs and other basics.

I enjoy visiting a "designer butcher shop" where I am invited to sit down in a chair at the counter, sometimes offered a coffee. It is rumoured that a long-term customer might be offered a beer. They bring out the major portion of the animal chosen and cut it according to your desires. Yachties recommend *lomito*: filet of beef. You must purchase the entire piece but then it is cut to your specifications. I chose quite a hefty one as we will be four on our next passage. Trimmed of all fat and gristle, it cost about $20. I sometimes buy one at Costco in Canada for $90.

At one point I got really confused about my zeros: "That can't cost so little — maybe I am spending $600 on meat!" But with the assistance of my taxi driver (the enthusiastic Leo) and the honesty of the cashier I left the store with 30 dinners for four at a cost of about $80. That included a chateaubriand!

Merida

A perennial inland getaway favourite among cruisers, this university town high in the Andes mountains is a delight to visit. It is lovely to be cool again after the heat of the coast. The town is clean and attractive with great restaurants, charming *posadas* (guest houses) and friendly people. The views from the top of the cable car are spectacular.

Los Llanos

Our visit to this *ranchero* area of Venezuela was one of our most memorable nature excursions. We saw animals and birds we had never heard of before: the little capybara, a cross between a guinea pig and a Shetland pony and the world's largest living rodent; baby jabirus (storks) in their nest; the anaconda and piranha. It is beautiful country, worth exploring to see the variety of scenery and atmosphere.

What will Venezuela's future hold? Winds of change prevail. But in our short time here we have met ex-pats with heavy investments in condo apartments, resorts and businesses serving the cruiser market. We have got to know ambitious local people who work hard and are still optimistic about success. For their sake and for the vast potential this cruising ground offers, we sincerely hope that the future will be bright.

*At time of writing the "informal" (*mercado negro*) exchange rate was about 3,000 Bolivars to the US dollar.*



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DECK VIEW FROM TI KANOT BY CHRIS DOYLE

The Old Hegg Turtle Sanctuary – a Bequia Institution

If you asked a visitor about 30 years ago what they associated with Bequia, it would probably have had to do with boats and seafaring. I am sure over the years Bequia has meant many things to many visitors — ranging from model boats, to the Easter Regatta, to the Thursday-night jump up at the Frangi. I suspect if you asked more recent visitors, many of them would reply "turtles".

This is the doing of the non-profit Old Hegg Turtle Sanctuary, founded and looked after by Orton "Brother" King. It is amazing that one man's idea should have such a great impact in so many ways. Brother King, a retired fisherman, decided to give back something to the world, and in doing so, he kept himself close to the sea and the creatures that were much of his life. Brother King knew turtles were endangered (all species of sea turtle in the Caribbean are on the lists of endangered species).

He also knew that the survival rate for hatchling turtles is exceedingly low. It has often been estimated that only about five percent of eggs reach maturity as turtles. I have seen this for myself; I was once on a beach in the Galapagos Islands when the sand erupted and a big cluster of hatchling turtles emerged and headed for the sea. There was something wrong with their timing; they emerged in daylight instead of at night. I would estimate that none of them survived — wheeling frigate birds swooped down and grabbed them as soon as they started swimming. The birds would have taken them right off the beach, but tourists were running up and down chasing the birds to try and save the baby turtles; an amusing spectacle, but a futile endeavor in this case.



CHRIS DOYLE

Brother King's 'raise and release' program has raised public awareness — as well as hundreds of sea turtles

But, Brother King figured, if you can locate the eggs, collect the baby turtles, and then look after them till they are about two years old, they will have passed their most vulnerable stage and be more likely to live long enough to reproduce.

This strategy for supporting turtle and tortoise populations is not new. I first came across it in the Galapagos where introduced rats are so effective at eating the eggs and the young of giant tortoises that all species would be approaching extinction if it were not for the work of the scientists at the Darwin Research Station. They visit the islands, bring back the eggs and keep the baby tortoises till they are about two years old and "rat proof", at which point they are returned to the island they were taken from.

I saw a turtle-rearing station, much like the one Brother King has in Bequia, when I was in Los Roques in Venezuela about 15 years ago. They also apparently do the same thing in Cuba. Brother King told me that in Cuba they have been keeping records and know now that the young hatched this way do return and lay eggs.

Starting up was not easy. Brother King had to start with his own resources until he began to have something to show. Then he managed to get at least a little help from various well-wishers, including two checks from the Government of St. Vincent & the Grenadines. And it has gone on this way: Brother dedicates himself to the project and has somehow managed to keep it going with what help he can get.

Rearing turtles is not easy either. You have to deal with fungal infections, and because of the close quarters they tend to chew on each other, causing wounds. While there is some information out there, turtle-raisers are a pretty rare bunch, so we are far from being able to buy a "Turtles for Dummies" book; a lot is done by intuition and luck. And Brother King's guesses and luck have been good; he has released many hundreds of turtles, and when the present bunch leave it will have been more than a thousand of different kinds — a significant contribution the well-being of an endangered group.

Apart from helping with the turtle population, the Old Hegg Sanctuary has had a big effect in two other ways. It has been a wonderful educational opportunity for all those in Bequia, but particularly the kids, to come learn about turtles and to see them at close quarters and to appreciate what beautiful creatures they are.

The second way is perhaps more unexpected, but the Old Hegg Turtle Sanctuary is probably now Bequia's most famous visitor attraction. It is, after all, the only one of its kind in the Eastern Caribbean. Its location at the end of the road makes it a good fare for the taxi drivers, and they know that if nothing else, a visitor is likely to take a cab to see the turtles. It is also a great inducement to get people to take a ride: "You haven't yet seen our wonderful turtle sanctuary?" It is a hard invitation to refuse. No wonder so many visitors now think of Bequia as the "Turtle Island".

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MRS. CHEAP–DEAR

by Glyn Johnson

Some years ago in England we had a friend who maintained that buying anything "on the cheap" would generally result in a price to be paid at a later date and called such purchases "cheap-dear". I was reminded of her wisdom recently when several purchases and projects which I had regarded as "cheap" turned out to have their own price to pay.



Left: Our scavenged and re-sized liferaft holder ultimately cost more than the brand-name unit would have



Right: Friends shipped us a 'new' barbecue from the States, which arrived covered in burnt meat juices! We found we could have bought one for the same price — minus shipping costs — at Budget Marine

Like many cruisers we live on a fairly modest income and in order to make the best use of our resources we need to be careful how we spend our money. We look for the best buys or deals as budget-conscious cruisers, but "cheap" is not a word I would normally use.

We were in Trinidad last year with a long refit list and limited funds. We had renewed our liferaft after the old one failed its test, but the new one was more compact and too small for our stowage chocks. Browsing around the boatyard one day I found a discarded stainless liferaft holder with a broken fastening. It was too big for our canister but with a few cuts and joins it could easily be adapted to fit the bill. I did all the measuring and cut it to the new size and took it to a welding shop to be put back together. They fabricated a new section to fasten over the top to take a padlock and we were all fixed — or were we? Some of the welding wasn't that good and although it fit, it didn't really support the canister very well with chafe points on the corners. The crunch came with the price of US$350, because when I checked the Budget Marine catalogue the proper cradle was listed at US$275! Definitely a cheap-dear project.

You would think that once bitten we could avoid such things, but the problem is that they sneak up on you in different ways. We were heading north up the island chain towards the USVI and thinking that might be a good place to get some of our boat parts shipped in. We met up with some good cruising friends who, when they heard our plans, volunteered to get anything we wanted as they were returning to the States and then would be in the USVI about the same time as us. Best of all they had a Port Supply account and could get some things a little cheaper!

We gave them our list, which included a new barbecue and an electric davit winch to hoist our dinghy. We had already checked the internet and found we could source the davit winch at US$178 compared to the West Marine price of US$277. It was not too much of a surprise when the Port Supply price was still $60 above the price we had seen, so we decided to get that ourselves. The other items our friends obtained for us. The only problem was that the barbecue was too big to carry, so had to be shipped at a cost of $38. The real rub came when it arrived. We opened the package just before leaving the USVI to find the "new" barbecue grill was covered in burnt meat juices which had dripped down onto the burner plate! What can you do? Shipping it back is very expensive and we were leaving for St. Maarten that day in any case. We didn't tell our friends, as we didn't want them to feel bad; it wasn't their fault.

With the wonderful gift of hindsight, we realized we could have bought the barbecue for the same as the Port Supply price at Budget Marine in St. Maarten, saved the shipping cost and had somewhere to complain or return it if we discovered it wasn't how we expected it to be. Definitely another one of Mrs. Cheap-Dear buys.

What about the electric davit winch? Well, you can guess that was another financial disaster. I telephoned the company and ordered one, but they couldn't give me shipping details at the time. They eventually e-mailed to say it would be US$150 post and packing. There was worse to come, as four weeks later we still hadn't received it and had hoped to leave St. Maarten to head back down the island chain. They told me it was back-ordered with the manufacturer and due to arrive shortly. Eventually they decided it was no longer available, so in this case we were saved from adding it to the list of cheap-dear buys, except I would still like to get one.

We have been fortunate that most of our cheap-dear mistakes have been small ones. The most dangerous project of all is that "cheap" boat. The reason second-hand boats generally cost a lot less than equivalent new models is the disproportionate cost of repairs and refurbishment once you have work done away from the highly efficient production line. Simple jobs take on a whole new prospect in the cramped and confined conditions found on most boats. Refurbishing an old boat, where every job is a bespoke custom one, can easily cost much more than a brand-new boat, unless you are able to do everything yourself. Even then, if you cost out your time you may find you are working for just a couple of dollars an hour.

Will we ever learn? Probably not, but you might still have a chance if you remember my friend, Mrs. Cheap-Dear.



OVERBOARD

by Dick McClary

Sailors are risk-takers by nature. We all know the sea doesn't take prisoners. It's a dodgy place to be and, after all, we don't *have* to be there. But we manage the risks by avoiding them where we can and mitigating their effect where we can't. Or so we should. But, now and again, some of us do something inexcusably stupid and if we're really lucky, get away with it. Like I did.

We, Mary and I that is, had just left the anchorage in Prince Rupert Bay, Dominica, and were heading for an overnight anchorage some ten nautical miles south. From there we planned to depart for Martinique the following day. As it was such a short passage, and dinner ashore at the Castaways Hotel was on the cards, we were towing the inflatable dinghy astern. Oars had been stowed below and the outboard clamped to the bracket on the starboard-quarter rail. I had hoisted the single-reefed main and the hanked-on staysail, both of which are done at the mast on our yacht, *Alacazam*. Mary was steering a course to clear the headland. On my return to the cockpit, Mary handed over the helm to me and went below, after pointing out that I had forgotten to remove the fibreglass seat from the Avon dinghy. Normally my next task would be to unfurl the yankee, but as we were already broad-reaching at over six knots in the brisk northeasterly trades, I thought I'd better first do something about the dinghy seat, which I didn't want to lose. After setting the Autohelm, I hauled in on the painter and got the dinghy up to the transom, but there was no way I could reach the seat.

I cringe with embarrassment at what I did next.

I got into the dinghy — or rather I commenced the process. Standing on *Alacazam's* bathing platform and hanging on to the quarter rail with one hand, I pulled the dinghy up close with the other and put one foot in it. Letting go of the quarter rail, I attempted to put the other foot in. Predictably, the painter extended to its full five-metre length at a speed over six knots — which takes about a second and a half. The dinghy flipped, as did I, and I found myself being towed astern semi-submersed, but still hanging on grimly to the painter — a reflex action which probably saved my life.

These days the McClary form doesn't have a lot going for it in terms of hydrodynamic efficiency, so the load on my arms was considerable, and it was hurting. Letting go would have provided welcome relief until I drowned, which, after an immediate beating-up by the pursuing dinghy and in the one-metre chop, would have been a fairly prompt event.

My spirits were lifted briefly by the unseen activity of a playful mermaid who dragged my shorts to my ankles and beyond. Depressingly, this came to nothing: the mermaid, apparently unimpressed, having swum on. I liked those shorts; we'd been through a lot together.

Remembering that Mary had gone below for an undisclosed purpose depressed me still further. "Oh no; please don't flush," I thought, reasoning that this would do little to improve my day.

"Mary," I called. Nothing.

"MARY!"

"Yes dear?" My concerns were unfounded — she was at the chart table.

"I'm in a spot of bother."

"Where are you?"

"Over the ******* transom!"

"What are you doing *there*?" Don't people say the daftest things at times?

"******* drowning! Bring the boat up into the wind and stop her!"

Centripetal acceleration during the ensuing rapid course change extended my arms by another metre or so and lowered my sagging morale by a similar amount, but it was nice when we stopped. Now all I had to do was get back aboard.

Alacazam's boarding ladder folds up against the port quarter rail and is lashed securely there when not in use. A fishing-rod holder is also clamped to this quarter rail through the rungs of the boarding ladder, and had a trolling rod in it rigged ready to go when we got further offshore. The lure was secured in a plastic tube and the rod secured to the boat by a lanyard, all of which conspired to prevent Mary from quickly releasing the boarding ladder. My bellowed instructions as to how to sort this out were probably a bit garbled, and didn't have the desired effect.

Mary shouted, "Hang on!" and disappeared below again. Fortified by such sound advice, I continued to do so.

At this point *Alacazam* set off again at a fair clip, giving me an unwelcome opportunity to relive the whole nightmare. I was now pretty exhausted and was becoming somewhat apprehensive as to the probability of a happy ending. Mary reappeared in the cockpit armed with a pair of scissors, which had me wondering if she'd remembered a beneficial clause in some insurance policy. She didn't cut me adrift though, but pointed *Alacazam* into the wind again to my considerable relief. She then attacked the fishing line with the scissors, heaved the rod into the cockpit and released the boarding ladder, which I deftly avoided as it arrived with a crash alongside my head. I was a bit miffed at the callous disregard shown to my fishing equipment, but it didn't seem appropriate to say anything at the time.

I barely had the strength to climb the ladder, but eventually the naked and very shaken McClary arrived safely in the cockpit. There was some discussion as to the loss of my shorts, which I had to put down to fluid mechanics and drag coefficients, as I didn't think she'd believe me about the mermaid. After administering various restorative potions and convincing herself that my ashen pallor was temporary, Mary gave me a bit of a telling off, emphasised by a deal of finger wagging. All references to mindless stupidity, of which there were several, I found difficult to refute.

The rest of the trip passed without incident and we arrived safely at the Castaways Hotel anchorage. We got the dinghy the right way up — the seat was still there. The restaurant was closed. Oh well....









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

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

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

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

June 2007								
DATE	TIME		21	1727		10	0805	
1	0000	(full)	22	1806		11	0904	
2	0045		23	1846		12	1007	
3	0140		24	1926		13	1109	(new)
4	0235		25	2009		14	1209	
5	0329		26	2055		15	1303	
6	0420		27	2145		16	1353	
7	0508		28	2238		17	1439	
8	0556		29	2333		18	1521	
9	0643		30	0000	(full)	19	1602	
10	0731		**July 2007**			20	1641	
11	0822		DATE	TIME		21	1722	
12	0916		1	0029		22	1804	
13	1016		2	0124		23	1848	
14	1119	(new)	3	0216		24	1936	
15	1223		4	0306		25	2027	
16	1325		5	0354		26	2122	
17	1423		6	0441		27	2218	
18	1515		7	0528		28	2314	
19	1602		8	0617		29	0000	(full)
20	1646		9	0707		30	0008	
						31	0100	

Can I Come Sailing With You?

by Angelika Gruener

It all began with an enthusiastic e-mail we received. Somebody totally unknown to us but wanting to sail in the Caribbean picked our address from our sailing club's list. Mike, as we shall call him, had just finished school and now wanted to go sailing. When he sent the e-mail, in fact, he had already booked his flight and he expected to be welcomed aboard many boats in the following year before resuming his studies.

At that time our boat was on the hard for major repairs. The mast was down, the cockpit cut open; the engine room needed a complete refit, paint jobs everywhere. There was not even a thought of sailing. We offered to let Mike stay at least a few days with us, while he looked around for another boat.

Countless e-mails went back and forth. He was thrilled to be welcomed by us and agreed, and offered, to help us with our boat projects. I thought back to my own youth when I was happy to be taught anything about boat maintenance, and everything that had to do with sailing. We expected a young boy, keen to learn about boats, maintenance, and sailing. Our son Angelus had just left *Angelos* for a couple of weeks for a job as dive instructor, so Mike could slip into Angelus' space.

One hour work — one hour sailing! This is the arrangement we had proposed to Mike.

And then Mike was standing with his backpack in front of *Angelos*. After a sturdy breakfast we went around the boatyard with him. Nothing interested him, not the different sailing boats or the many powerboats, stored four stories high in a shed.

It turned out that Mike had never before left his home country. Now he had made this big jump across the ocean into a completely new world. Many things here are very different than in Europe, so we thought it all must be extremely interesting to him. But no; he didn't notice the pelicans, did not want to go for a swim, did not want to explore the tremendous marine and bird life of the mangrove lagoon, and wasn't interested in the concert of whistling frogs in the evening either. But he did show a great interest in dinner.

The next morning I asked on the radio if someone would take Mike for a sail for a couple of days. There was no response. One guy said a girl would have a better chance to be taken up by the single-handers. A second voice asked how much he would pay.

After breakfast Mike decided to go to town to visit the Internet. We gave him some money and asked him to bring home three T-bone steaks for a barbecue in the evening. Mike had even volunteered to make the fire.

It was already dark when he turned up, in company of a newly-made and drunken friend. Instead of three T-bones he had an enormous amount of paper-thin steaks. Finally, after an hour of chat with this Willy, Mike, dressed in long pants and a long-sleeved sweater for fear of mosquitoes, began the fire, a task with which he was clearly unaccustomed. He tried hard to keep the fire going by swinging a paperback rigorously but without success. He was sweating like hell, and pulled off his sweater to throw it beside the wannabe-fire. The night-watch guards from the yard could not look at that useless business any longer and came along with some fuel to show Mike how a barbecue-fire is started. Within ten minutes the watchmen had a bright burning fire.

> *"If you do not want to work, then you do not see the work"*

Meanwhile it was already 9:00PM. The thin steaks were quickly done, and now we knew why Mike brought that amount of meat. It was his new friend Willy who had recommended the quality and quantity of the meat. Mike invited Willy, and of course, two of the watchmen who helped him to make the fire invited themselves as well. Instead of a dinner for three, it had to be shared between six people, all squeezing into *Angelos'* meagre space, tools and parts laying everywhere, the cockpit non-existent. Mike was oblivious to all this, but no problem, there at least was some meat still left.

Next day Mike found out that his sweater had been burned in the barbecue the night before. We gave him the task of painting our already-primed small fire extinguisher. After this job he disappeared into town for Internet. When he came back in the late afternoon he sat down on a log about 30 metres from us and watched us do our work for at least one hour. Then he strolled up.

We asked him to wash our ropes from the mizzen, and handed him a bucket with soapy water and a brush. Of course they were dirty. Mike asked if the ropes had ever been washed before. Yes, ropes get washed every year on *Angelos*. This also was not a job for our visitor; he scrubbed the ropes but did not rinse them. He left this job for me. But his own clothes he washed with our washing powder, and he rinsed them properly.

For dinner I planned to use the leftover steaks from day before. When I went into the galley there were no more steaks. Mike had shovelled them in for lunch before he left for town. No problem, we had plain rice with some veggies.

The fourth day Mike disappeared again into town for Internet! Maybe life in the yard was too boring. He was completely uninterested in the slightest thing. In his e-mails to us he had written that he was willing to help us to get the boat ready. And we thought we could test whether we could live with him and eventually take him out sailing for the few months before the end of his holidays. But we had heaps of work to do. Even people who are not used to boat maintenance could help, by cooking a meal, washing dishes, cleaning parts, by asking what to do, looking and learning. But if you do not want to work, then you do not see the work.

—Continued on next page

—Continued from previous page

This day Mike turned up again in the afternoon asking what we would have for dinner. When the work crows over your head you do not think a lot about fancy food, do you? When I looked for Mike to give him some work orders he was lying bored in the cool salon, headphones in his ears, listening to his favourite music, waiting for dinner. This rascal made a fool of us, while we were so busy we didn't know where to begin. It seemed he never got the message: no work, no food.

Next day Mike came back from the Internet in town completely depressed. It did not get into his head that everything in Venezuela is different from home in Germany. The streets have yellow stripes, the people have a dark skin, they speak another language, on the houses he can see the tiles, the music is loud, the cars worn out — all that annoyed him. He definitely was homesick.

After five days we kicked Mike out of *Angelos*. He showed no will to help, wanted always to be served; in short, we had more work with him than without him. He took his rucksack. We said good-bye. When he left the boatyard he did not turn around for a last wave. We never received another e-mail from him about how he managed further.

One year later a man we had known for years, let's call him Fred, aged 56, asked us if he could come sailing with us for a few months. He wanted to escape from his family after Christmas. By that time, he said, we should be done with our boat maintenance. And he preferred that we not spend too much time in any one anchorage, as he actually wanted to go sailing. We declined, for various reasons. And because we do have long anchoring stays, we gave him the address of a friend, sailing single-handed in Honduras/Belize at that time, who sometimes took friends.

A short time later, we received word from Fred that our sailing friend in Honduras wanted money, 200 Euros per week plus provisioning. His expenditures would come to 1000 Euros per month. Added to the cost of the flight, it would be very expensive, and he could not afford it. We were asked if the use of a mattress and dishes justified this cost. In Fred's opinion, a visitor on a yacht does not cause so much additional trouble as to justify that amount of money. Fred saw himself not as a charter guest, but as useful company.

Most of us work hard to afford our boats and our life out at sea. We need lots of skills, effort and patience to maintain our floating homes. We spend hours, days, and weeks to keep the boat in good shape. Don't get me wrong, we love our way of life, we accept our work, no matter that it is often hard work. But some people have the idea they just can step onto our boats thinking that WE are in urgent need of THEM and they can say, "Now I'm here, let's go!"

They do not want to be "hands on", they do not want to pay the minimum, they just expect to sit in the shade on the yacht holding a cool drink with rattling ice cubes, awaiting dinner service, impatient that we are staying longer in a place than they think is necessary. And they ask if using our mattresses is worth the money they are asked to pay!

None of us, whether single-handed, couple or family, need help to run our boats or company to entertain us. If WE INVITE somebody they can stay for free as friends. But remember, friends on boats are like fish: if the fish stays too long it starts to smell. If others INVITE THEMSELVES, they have to pay, and they will get served. In cases where we need crew or workers we hire them and we pay them, so that we can tell them what to do. There is nothing else between.

When there is work to do, usually when the boat is on the hard, when it is dusty and hot, there is never anyone coming along to ask if he can help you, expecting in the end to go sailing with you. No, these people always lazily creep around the marinas looking for boats that are all ready to go to sea. Throughout our 18 years of sailing, it has always been the same. If the boat is ready, hanging on the travel lift, or it is certain from the season that the boat must be ready, you surely will get asked, "Can I come sailing with you?" Not on *Angelos*! Because for one hour sailing — one hour work!

—Continued from page 6

Info & Updates

Who Ya Gonna Call?
There are still Good Samaritans in this world. Water taxi operator Winston "African" Simmons would like *Compass* readers to know that if you are in Bequia and have an emergency, a problem or just need some local knowledge, he's ready and willing to help you as he has helped many others in the past. Just call "African" on VHF 68 or cell phone 593-3986 or ask for him at the Frangipani Hotel bar. You've got a friend in Bequia.

Carriacou Charity Auction
Melodye Pompa reports: Please make every effort to join us in Carriacou for special activities during the Carriacou Regatta Festival as we raise funds (and fun!) for the Carriacou Children's Education Fund (CCEF). The CCEF Potluck Barbecue on August 1st, and the CCEF Auction on August 2nd, will be held at the Carriacou Yacht Club at Tyrrel Bay. The entire 42nd Carriacou Regatta Festival takes place from July 29th to August 6th, with sailboat races held on the last week-end.
Our favorite auctioneer, Mike Jordan, promises to be with us — if no tropical storms are threatening! Several businesses have already queued up with pledged donations and we have at least one new business supporter, Patty's Deli in Hillsborough. If you can't be there for the fun, when passing through Carriacou please drop off "treasures of the bilge" for the auction, household items for the "$10 and Under" table, and craft items. These can be left at the Carriacou Yacht Club. And if you can't get to Carriacou at all but want to help this worthy cause, there are several ways we can accept cash donations from afar.
For more information on helping the Carriacou Children's Education Fund, contact boatmillie@aol.com.
For more information on Carriacou Regatta visit www.carriacouregatta.com.

Cruisers' Site-ings
The Caribbean Large Marine Ecosystem (CLME) Project's goal is sustainable management of the shared living marine resources of the Caribbean through an integrated management approach. CLME has a new website: ***www.cavehill.uwi.edu/cermes/clme.html***.
May 1st saw the launching of ***http://caribbeanwhalefriends.org/index.htm***, a website devoted to promoting "whale-friendly" policies in the Caribbean through public education and information on the impacts of decisions taken at meetings of the International Whaling Commission (IWC). The 59th annual meeting of the IWC is taking place in Anchorage, Alaska, as this issue of *Compass* goes to press.
Many people in the Eastern Caribbean depend on good governance of marine resources for their livelihoods and for development to be sustainable. However, there is an urgent need to build capacity and network connections for adaptation and resilience, into present and planned marine resource governance. To assist in addressing this need, the Centre for Resource Management (CERMES) at the University of the West Indies is undertaking applied research on marine resource governance in the Eastern Caribbean. Visit this project's website at ***www.cavehill.uwi.edu/cermes/margov_profile.html***

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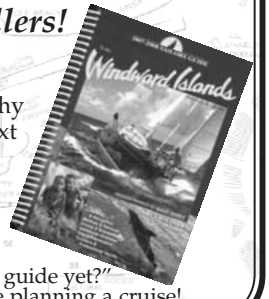
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JUNE 2007

♈ **ARIES (21 Mar - 20 Apr)**
Love will fill your sails somewhere in the second week. Sail off to some quiet cove and make the most of this celestial influence.

♉ **TAURUS (21 Apr - 21 May)**
Fickle love is in full flight, running downwind for the horizon as fast as it can go. Don't let this scuttle your business or financial dealings.

♊ **GEMINI (22 May - 21 Jun)**
There may be a few squalls on your creative course this June, but nothing serious. Stick to your chosen course and don't let outside distractions make you wander off it.

♋ **CANCER (22 Jun - 23 Jul)**
Communication technology will be rife with problems: static on all lines and even a possible breakdown. Time to turn off the radio and use telepathy?

♌ **LEO (24 Jul - 23 Aug)**
It's love that makes the world go 'round this June, the traditional month for weddings. There may be one crossing your course!

♍ **VIRGO (24 Aug - 23 Sep)**
There will be distractions galore this month to make you stray from your chosen waypoints. But they are just petty irritations and rough spots, none to be taken too seriously.

♎ **LIBRA (24 Sep - 23 Oct)**
Better to take a break from the usual onboard rituals and spend some time off the boat. Just don't forget to pump the bilge before departing!

♏ **SCORPIO (24 Oct - 22 Nov)**
Other than a few glitches with the gremlins in the machines, the month should sail by smoothly. June brings good energy to clean up projects that need "tweaking", like caulking that last bit of deck over the fo'c's'le that's been leaking every time you take seas on the foredeck.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
A storm of hormones will give you far too many opportunities to get in trouble. Just quiver your arrows and keep your hands busy with something productive on the boat.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Everyone will seem argumentative and cranky. You'll do a lot of tacking to stay on your chosen course. Don't let others' lack of understanding get you down.

♒ **AQUARIUS (21 Jan - 19 Feb)**
If you get too wrapped up in your own gratification and forget the needs of crew and loved ones, you could find yourself in rough seas in your relationships and business.

♓ **PISCES (20 Feb - 20 Mar)**
There will be endless changes of sail and conditions. Spend some time working on your communications with crew and others close to you. It's okay to say no.

Crossword Solution

ACROSS
1) TOY
2) TIGHT
4) TICKET
7) TRICE
8) TOPSAIL
9) TOE
10) THRUST
12) TOTAL
13) TOOT
16) TAR
17) TOWAGE
18) TIDE
20) THROW
22) TRADE
23) THUNDER
24) THROUGH
25) TILT
27) TIMBERS
28) TARTANES

DOWN
1) TORTUE
3) TIER
4) TOSS
5) TOUCH
6) TOME
7) THRUM
9) TWO
10) TIDAL
11) TILLER
12) TRADER
14) TIES
15) TED
17) TIME
18) THWART
19) TOSH
20) THUMB
21) TOLL
21) TOTE
23) THIS
26) TOW
27) TE

Island Poets

ON ANCHOR

The first rays of the sun
Slipping over the east ridge
Dance on indigo.

A new day begins
In the safety of this bay,
This ancient refuge.

A broad open bay,
Ringed by lush, rugged hills.
Rocky shores, save one.

The sun runs its arc,
Indigo turns to azure,
Fifty hulls gleaming.

The squall lines pass south,
Marching from the Atlantic
Bound for Mexico.

Beyond the west ridge
Towering thunderheads rise
White against the blue.

The afternoon sun
Falls toward the horizon.
Clouds are rose and grey.

The sun sinks away,
Azure turns to indigo,
Stars light up the sky.

Fifty boats at rest,
Guarded by the Southern Cross.
The cycle runs on.


VAL WHITNEY

— John Rowland

In the Good Old Days

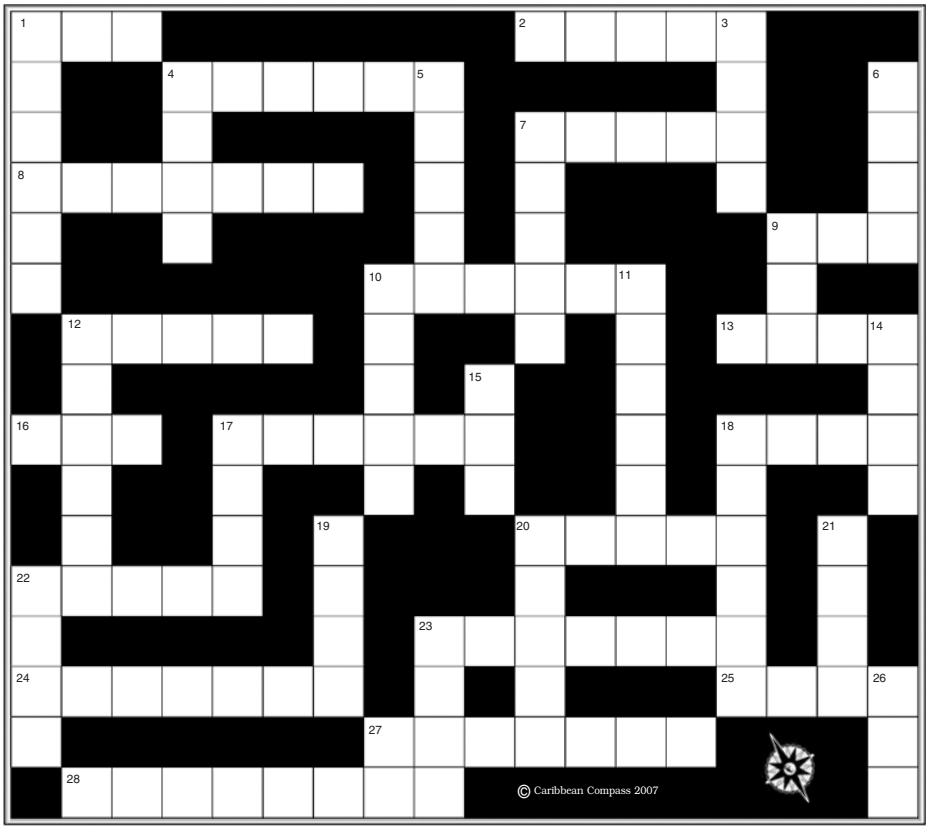
In a time before terrorists,
in the two-bourbon twilight,
I was settin'
in
the tropic eve,
long shadows
stealin'
in
with the gloamin'.

Wavelets murmured
on the shore below,
night sounds
wafted
on lingerin',
scented,
jungle breezes.

A fallin' frond,
chorus of frogs,
clink of a glass,
a distant laugh
as the village
settled
in for the night.

— Nicholas Lee

Compass Cruising Crossword



Nautical Alphabet: 'T' Number Three

ACROSS

1) Windsurfer on a charterboat, e.g.
2) Without slack
4) Slang for captain's license
7) To haul up
8) Type of schooner
9) Type of rail on boat
10) Effort of a screw propeller
12) Final count
13) Tugboat tale, 'Little ____'
16) Jack's last name?
17) Payment for 25 Down
18) Can be spring or neap
20) Distance a pump handle moves
22) Famous Caribbean wind
23) Product of lightning
24) _____ fastened; bolted from one side of planks and frames to the other
25) Heel over
27) 'Shiver me _____'
28) Certain Mediterranean vessels

DOWN

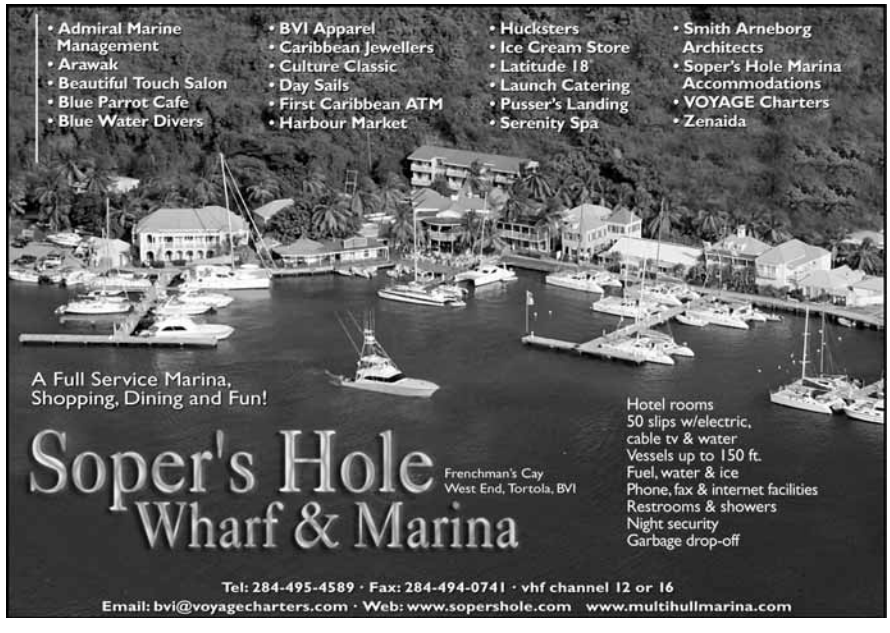
1) French for turtle
3) Place in ship where coiled ropes are stored
4) Order to place oars in perpendicular position
5) Angle of stern timbers at the counter
6) 'Bowditch' is one
7) Coarse woolen or hemp yarn
9) Minimum number of bearings to find position
10) Pertaining to 17 Across
11) Steering arm attached to rudder head
12) Baltic _____; type of wooden ship
14) Sail gaskets
15) Short for Edward
17) Greenwich Mean ____
18) Rower's seat
19) Reggae star, Peter ____
20) Cleat that stops topsail reef earrings from slipping
21) Fee
22) Carry
23) Not that
26) To drag another vessel using a line
27) __ *Amo*, famous Virgin island charter yacht

— Solution on page 36

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parlumps marooned





Cheers for Glassy Sweeper!

by Lee Kessell

You're going to wonder what the glassy sweeper fish has to do with the story when it is really about a certain mermaid I know. Yes, you can laugh and say that mermaids don't exist, but that's only because you have never seen one. I have.

Mermaid Merry lived in a cavern in the sea, not too deep because the cavern was made of coral and corals usually like to see the sun shining down through clear, tropical waters. An old and experienced jawfish had designed the cavern especially to please Mermaid Merry and, as I've explained before, jawfish are building engineers who construct safe and cozy homes. Various sea creatures had all helped in building Merry's home. Pink lace coral decorated the bed and green net algae was draped about to form a pretty canopy. The mattress was made of the softest white sea moss.

Mermaid Merry served tea in her "mermaid's tea cups", a type of seaweed which grew conveniently just outside her door, and she had pretty white mermaid's wine glasses to drink from. Sea grapes grew on the walls of her cavern and were ready for picking whenever Merry wanted a quick snack. She had a yellow pencil coral to write with and papyrus print algae to write on. If she wasn't too tired in the evening, Mermaid Merry could light her candelabrum octocoral, and if she felt too warm, there were many lilac-coloured sea fans waiting to sweep cool water right through the cavern.

Merry threaded the lovely deep green, shiny sea pearls, some decorated with lavender algae, into strings of beads. She wore them around her neck and wrists and even pinned some into her long, red gold hair. Of course Merry brushed her hair a hundred strokes both morning and night with a bristle ball brush. Like girls everywhere, Mermaid Merry liked to see how beautiful she was, so her friend, the glassy sweeper, became her mirror.

Now we come to the exciting part. You see, glassy sweepers are strange-looking fish. They have a straight back ending in a short tail, just like the handle of a mirror. Under this straight back, the rest of the body loops down like a flat spoon, but best of all, the scales of the glassy sweeper are so perfect and shiny that you can see yourself in them.

Mermaid Merry was never bored or lonely because she had lots of companions, all the colourful reef fish as a matter of fact. She even held classes in reading and writing for the little fish!

Then, one day, out of the blue swam a ferocious bull shark. Sharks had never been a problem, having agreed long ago never to harm Mermaid Merry. But the bull shark had an evil temper and he was hungry. He had lost a tooth and his jaw ached. He was prowling about looking for an easy meal when he spied the cavern. Perfect! The mermaid would be easy pickings. Bull Shark stormed towards the entrance to the cavern just at the same time that Mermaid Merry was looking into her mirror. And what did she see reflected in the glassy sweeper's pink tinted, shiny scales? Not only her own pretty face, but the big open mouth bristling with rows of long, sharp teeth of Mr. Bull Shark.

Mermaid Merry liked to see how beautiful she was, so her friend, the glassy sweeper, became her mirror

Quick as a flash, Merry, holding tightly to the tail of her friend, the glassy sweeper, darted around the back of her bed where the green net algae gathered together into a tight curtain to hide her. Sea urchins, the ones with the long, sharp black spines, were always on sentry duty in odd corners of the cavern. They now gathered together in formation and held out their spines like spears to ward off the attack. The sea fans instantly pushed the flow of the water in reverse, and the sudden thrust of water down the shark's throat make him gasp in surprise. An electric eel, hearing all the commotion, rushed out of its hollow in the reef to investigate and seeing the bull shark where it had no right to be, gave it such a lash of electricity that the shark reared up, did a back flip, knocked its head on a boulder and groaning and sputtering limped back into the deeps.

When everything had returned to normal, all the reef fish gathered about to celebrate their victory. They gave thanks to the green net algae, the spiny urchins, the sea fans, and the electric eel. Then Mermaid Merry came forward and still holding her glassy sweeper mirror, held it before her and with her prettiest smile announced:

"Indeed I thank you all for saving my life but all would have been in vain if dear Glassy Sweeper hadn't reflected that big bull shark's ugly face just in time. So my friends, let's give a special cheer to Mistress Glassy Sweeper!"

And so they did, each taking turns to look into the reflective scales of Mistress Glassy Sweeper, seeing for the first time just how beautiful they all were.

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

We have looked at fishing methods which can be very damaging to the environment. **Are there any which are not so destructive?**

Any fishing method which has no by-catch (or takes by-catch which can be immediately released), or which targets one fish alone rather than hundreds at one time, and which does not damage the sea floor, is environmentally friendly. These methods are the oldest in the world and use little technology.

Harpooning is one such method. There's a lot of skill needed to thrust a long aluminium or wooden spear into a single fish, but expert fishermen can do it. Harpoons are usually used to catch large ocean-going fish such as bluefin tuna and swordfish.

On many a wharf and dinghy dock in the Caribbean, you will see fishermen using lengths of twine to catch the little fish that are found in schools under any jetty. The fishermen bait a hook at the end of the line. The line itself may or may not be attached to a long stick (rod). Hand-lining or hook-and-line is an environmentally friendly method because if an unwanted fish is caught, the fisherman can take it off the hook and throw it straight back into the sea. Sports fishermen also use this "catch and release" method. Although their equipment may look more sophisticated, with mechanized reels and fast powerboats, the principle is the same. Hook-and-line fishermen are also able to tag and then release some of the fish they catch. This is helpful to fisheries management authorities, who need to be able to track the movements of various species of fish and estimate their populations.

An extension of the hook-and-line method is trolling (not to be confused with trawling!). In trolling, fishing lines with baited hooks are towed behind the fishing boat. The fishermen pull in their lines as soon as they feel something bite, so any unwanted fish can be returned to the sea straight away.

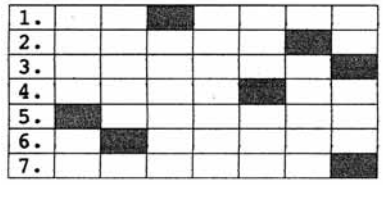
Fishpots and traps are baited cages (once made from wood or wicker but now usually made from galvanized iron mesh) which are dropped onto the sea floor with a long line and floating buoy to mark their positions. They attract bottom-dwelling fish, lobsters, etcetera, and hold them alive until the fishermen haul the pots back up some days later. Fishpots and traps may drag along the sea floor when the sea is rough and bounces them around. However, apart from the minor damage this may cause, pots and traps are mostly environmentally friendly as, once again, it is possible to release juvenile creatures and unwanted species when the pots are raised.

Unfortunately, these methods alone cannot satisfy the global demand for seafood. So, it is important that current fish stocks are well-managed so that there will be fish on the dinner table for the foreseeable future!

Word Puzzle

Unscramble the following seven-letter words taken from the passage and write into the spaces provided. Then unscramble the letters found in the grey squares and find the name of a creature usually caught by an environmentally-friendly method.

1) PHOANOR
2) SPITHOF
3) SESPICE
4) TABITHA
5) CHATBYC
6) FLIBUNE
7) ERASEEL



— Answers on page 29

ELAINE OLLIVIERRE 2007 ©

Latest Boaters' Reference to Trinidad & Tobago

Trinidad & Tobago Boaters' Directory 2007/2008, *published by Boaters Enterprise Ltd ©2007. Paperback, 250 pages, color photos and maps. US$5/TT$30.*

A crowd of over a hundred well-wishers gathered on the lawn of Tropical Marine in Chaguaramas, Trinidad, on May 16th for the official launching of the 13th edition of the *Boaters' Directory of Trinidad & Tobago*. The arrival of the 2007/2008 edition of this guide to all things yacht-related was heralded by guest speakers Tommy Johnson, President of the Yacht Services Association of Trinidad & Tobago (YSATT) and PJ Williams, Managing Director of Caribbean Propellers Ltd.

The longevity and size of the *Boaters' Directory* reflects the success of Trinidad & Tobago's commitment to yachting. After only about 17 years in existence, what is now termed the twin-island state's "yachting industry" currently brings some US$25 million into the country per year and directly employs 1,500 people.

The *Boaters' Directory* lists local sources for boat parts, repair and maintenance services, storage facilities, provisions, etcetera, and gives information on official regulations as well as tours, sightseeing opportunities, and more. Tide tables and useful maps are also included.

New in this edition is a chapter on cruising destinations outside T&T, in support of the Caribbean Marine Association's theme of "Many Islands, One Sea". As the text explains, "The *Boaters' Directory of Trinidad & Tobago* recognizes and respects those sailors and cruisers who believe in an "active anchor" and a "where to next?" attitude.... Trinidad and Tobago offer just one part of the whole fantastic and beautiful Caribbean." This edition's cruising destination chapter features Curaçao, Grenada and Guyana. We look forward to seeing other neighboring destinations highlighted in future editions.

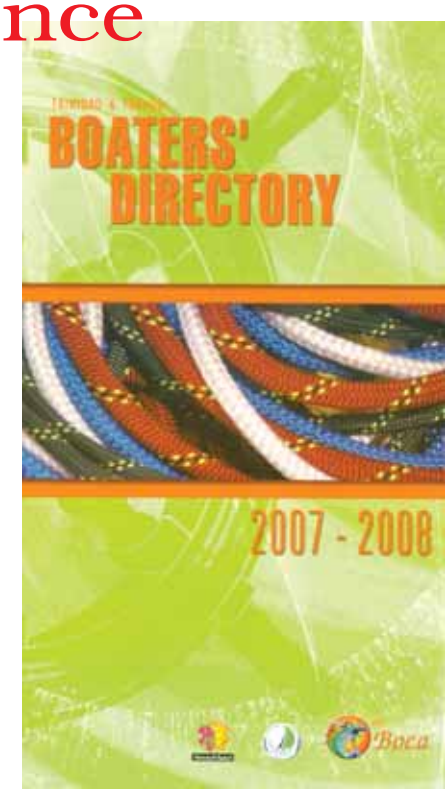
The 13th edition of the *Boaters' Directory* is dedicated to Jesse James of Members Only Maxi Taxi Service, an individual providing outstanding service to the many sailors who come to Trinidad from all over the world. The dedication states that "Through Jesse, much has been done to involve our visitors in the multi-faceted culture of Trinidad and Tobago."

Publisher Jack Dausend tells *Compass*, "I was proud to grant the book dedication to Jesse. It was well deserved and it is an honour to have someone so outstanding here in Trinidad. He is a great man." He's also funny. At the book launch, noting that he had a list of "a few friends" he wanted to thank in a short acceptance speech, Jesse then let a ten-foot sheaf of computer paper accordion to the floor.

On the same occasion, Jesse was also presented with the South Bound II Blue Water Sailing Service Trophy by Denis Webster, Commodore of the Seven Seas Cruising Association, who observed that when he first visited Trinidad in 1994, there were only eight visiting yachts in the TTSA anchorage and none in Chaguaramas Bay. How times have changed! This presentation was followed by an amusing rendition of an original calypso, "Call Jesse", by The Mighty Yachtie. Further entertainment provided by Scorpion Pan Reflection and the Tri-Star Tassa Drums, and refreshments from Angostura, Joe's Pizza and "the doubles crew" rounded out the occasion.

Boaters' Enterprise gives special thanks to the book launch sponsors: Angostura, Associated Marine Design, Budget Marine, Coral Cove Marina, Dockyard Electric, IMS, Joe's Pizza, the Mighty Yachtie, Power Boats, Tropical Marine and TTSA.

The Trinidad & Tobago Boaters' Directory is available at the Boaters' Enterprise office and the YSATT office, both located in the Shipwright Building at CrewsInn Hotel & Yachting Centre, Chaguaramas, Trinidad, or at www.BoatersEnterprise.com.







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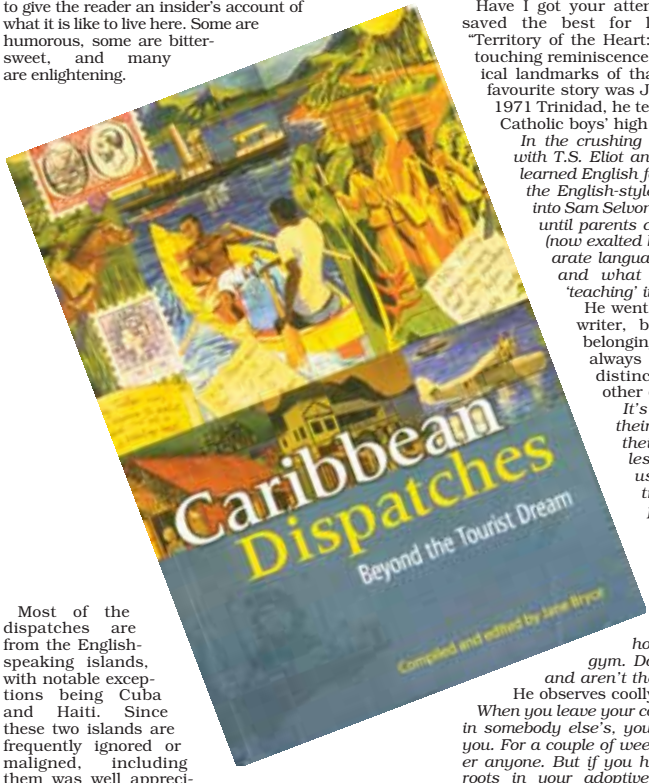
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BOOK REVIEW BY BOB BERLINGHOF

Insider Viewpoints

***Caribbean Dispatches, Beyond the Tourist Dream**, compiled and edited by Jane Bryce, Macmillan Caribbean ©2006, paperback, 209 pages. ISBN 13: 978-1-4050-7136-9.*

Caribbean Dispatches is a series of reports, vignettes, and personal accounts that attempts to give the reader an insider's account of what it is like to live here. Some are humorous, some are bittersweet, and many are enlightening.



Most of the dispatches are from the English-speaking islands, with notable exceptions being Cuba and Haiti. Since these two islands are frequently ignored or maligned, including them was well appreciated by this reader.

The book is loosely organized into five sections, based on the type of story, rather than by geography. The national boundaries of the English-speaking Caribbean seem quaint and foolish given their similarities in culture. There are first-hand accounts of a West Indian Christmas, a typical courtroom, a cricket match, traffic jams in Bridgetown, Carriacou's Shakespeare competition, ambiguity towards tourists, and of playing mas at Carnival. There is a colorful harmless madman who lives with his mother and goes out "driving" every day, at least in his mind ("Vroom Vroom"), and a coconut vendor ("Shades") who stops traffic as he slices and presents his nuts effortlessly, but can't keep up with demand.

Jane Bryce, who compiled and edited this selection of works, is a lecturer at the University of the West Indies. She writes in the book's introduction that her goal was to provide "a well-written and idiosyncratic collection of personal views of Caribbean life by writers of mainly Caribbean origin, or who know it well, for readers who want to get beyond the exotic surface of the tourist experience".

Many stories use dialect effectively, none better than Oonya Kempadoo's "Our Worship Sir", a hilarious account of wasting time in court. Philip Nanton's "A Morning at the Library" and "On d'Beat" take this technique to the extreme and almost feel like tape-recorded monologues because of their realism.

"The Bull Whisperer" by Ian Craig is a story of sexual dissatisfaction in Cuba, but it is also a critique of society under Castro, upon which Fidel might look dimly: I doubt this book could be sold in Havana. Yet it also deals with how it feels to be stigmatized as a tourist when all you want to do is blend in. The title refers to a joke told by a Cuban to the author: a young Cuban travels to Spain, and, penniless, decides to enter the ring in a bullfight open to new matadors. Our hero watches the raging bull gore three of his predecessors but when it is his turn he deftly manages to sidestep the bull a few times, and on the fifth pass he whispers in the bull's ear. The bull falls down dead. "But whatever did you say to the bull, compadre?" the press demand of him. "Quite simple," he replies. "I just gave him the choice our Comandante is always giving us: *Socialismo o muerte*!" ("Socialism or death!")

Simon Lee's "How I Lost My Camera in Havana" is about a culture-drenched drinking spree in Havana, and his "Oval Lime" an equally jovial look at cricket and cricket fans. My favorite Simon Lee offering was "How I Got My Vodou Visa", which was far more engaging than merely witnessing voodoo ceremonies in Haiti, featuring a fairly raw, or well-imagined, sexual encounter with a priestess.

Have I got your attention yet? I hope so, for I've saved the best for last. Lennox Honychurch's "Territory of the Heart: Jean Rhys's Dominica" is a touching reminiscence of both the era and the physical landmarks of that wonderful author. But my favourite story was Jeremy Taylor's "Fitting In". In 1971 Trinidad, he teaches English in a prestigious Catholic boys' high school:

In the crushing afternoon heat, we struggled with T.S. Eliot and Jane Austen, and the choir learned English folk songs and sea shanties for the English-style music festival. We ventured into Sam Selvon and the early Naipaul stories, until parents complained — Trinidad dialect (now exalted by some academics into a separate language) was simply 'bad English,' and what was this ignoramus doing 'teaching' it?

He went on to become a reviewer and writer, but his feeling of not-quite-belonging never left him; he would always be a foreigner. He makes a distinction between himself and other ex-pats:

*It's OK for expatriates to retain their own culture and to regard their new environment more or less as a playground. There's usually a fat corporate contract, a nice salary and perks... waiters discreetly carrying hors d'oeuvres and well-aged liquors, the great and good mingling and back-slapping. The expatriate tribe gathers at the same bars, the same receptions, the same homes and parties, the same gym. Don't you just **love** this place, and aren't the people **wonderful**?*

He observes coolly:

When you leave your country of birth and settle down in somebody else's, you carry your own culture with you. For a couple of weeks' holiday, that doesn't bother anyone. But if you have the temerity to put down roots in your adoptive country, it sooner or later becomes an issue, whether you notice it or not.... The longer you stay, the more complex things become... You learn the art of liming, adopt local dress style and creole diet, drink at local bars, shout as loud as anyone else in conversations... and listen to the same music as locals do. You let your accent soften. You no longer think of anywhere else as 'home'...

As part of the deal, Caribbean pleasures have to be traded for a degree of discretion. If you're from a society that long ago banished the death penalty and you hear a well-known personality on the radio calling for the immediate "swinging" of the whole of Death Row as the answer to crime, you keep quiet — nothing an outsider can say will make any difference.... It took me 20 years to learn this. It doesn't matter how much you identify with your adoptive country. It doesn't matter how passionately you seek its best interests... Things will unfold as they must. Society will go its own way, make its own choices, choose its own destiny, make it own mistakes; and it is neither gracious nor courteous to interfere.... If you believe in self-determination, there is no other choice. The answers, and the questions, must come from within....

Mr. Taylor's comments are at turns hilarious and sobering, witty and wise. After discussing the mess that is politics in Trinidad, he concludes, "So the best contribution I could make now, I thought, would be to shut up."

I would recommend this book to all visitors who are seeking a deeper understanding of what it means to be Caribbean, or to anyone who appreciates good writing. Though some of Ms. Bryce's 40 selections did not resonate as well as others, this is normal in such a wide-ranging collection. There is something for everyone here, and taken as a whole this book succeeds as an insightful guide to the great diversity that is Caribbean culture.

Available at bookstores or from www.macmillan-caribbean.com.

Captain Wiki is Cast Adrift in Cyberspace

by Julia Bartlett

To grasp the full impact of what I'm about to tell you, I would like you to imagine this perhaps familiar scenario.

It's happy hour. Beer is two-for-the-price-of-one in the Drunken Sailor, and the old salts and would-be salts are in earnest debate. Earnest debate is the stage before at least one of the participants realizes he or she is losing, senses an imminent squall and dashes off to batten the hatches.

The Cast:

Pinky – wrinkled, anal, former social worker who has spent too long working on her tan and has fried her brains as well as her skin and is on her tenth boat in five years.

Porky – thinks he has good legs, wears short, short shorts (from which his dangly bits occasionally escape) under a huge belly, has a full length mirror in the salon and describes himself as "very good looking" to prospective first mates on the web.

Perky – deeply depressed about his engine, refrigeration, outboard and lack of a cruising mate. "Why fix it when it'll just break again?" "Why shower? They don't fancy me anyway," is the sort of cry you'll recognise him by.

Percy – grey straggly hair in a ponytail tied over the balding bit, nicotine-stained fingers, chewed nails (has to keep them short for the guitar) and one leg or the other leg vibrates continuously; a really cool dude.

Skip – sews his own pants out of old sails, knows how to use a sextant, built his own dinghy, sailed round the world, twice, and hasn't left the harbour for 20 years.

Recognise anyone?

Subject of the Debate: Anchoring for a Hurricane

Skip: "I swear by my Rusty anchor. It held me in a Cat Five, back before hurricanes had names."

Perky: "I tied into the mangroves in a tropical storm, put out five sixty-pounders and still sank."

Porky: "Well, in Ivan I was in Grenada and…"

> *Now just suppose there was a cruising guide for the entire planet*

Pinky: "That was your first mistake; being there. There was plenty of warning."

Skip: "Laying anchors in tandem is no good. When the eye passes they'll all rip out and away you'll go. All you need is one Rusty."

Percy: "I stock up with Imperial rum, lay my two ploughs at 45 degrees, then drink the rum. Ha! Ha! That works."

Skip: "Ploughs are okay, but not a patch on a Rusty. Don't make them any more because they last forever. No built-in obsolescence. It's called progress."

Perky: "I wonder why they are called Rusty?"

Porky: "When I was in Ivan…"

Pinky: "You don't know what happened. You weren't even on board."

Percy: "You can't beat Imperial. Ha! Ha!"

Skip: "Good anchors, Imperial. Bit weak in the shaft though."

Perky: "I don't like them. Expensive for what they are."

Percy: "Expensive? Can't get better rum for your money than Imperial."

Porky: "When I was…"

Of course you and I wouldn't be seen dead contributing to this type of debate but we've all overheard it at the next table.

Now just suppose there was a cruising guide for the entire planet, run by cruisers, for cruisers, where everyone could contribute their own anchoring wisdom, waypoints, security experiences AND edit everyone else's contributions, on line, instantly, easily and anonymously if they wish.

Okay, if you now superimpose our little skit over that idea you can start to have some real fun.

Such a cruising guide does exist and it's called Captain Wiki and you can find it at www.captainwiki.com.

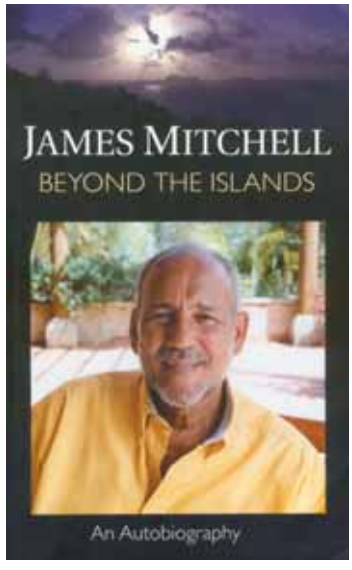
Captain Wiki's ingenious creator, Ben Walsh, was planning to cruise to Margarita with his partner Christine Pensivy on their yacht *Valkyrie* and couldn't find any up-to-date security information. Ben was a computer programmer in another life so he set up a website to fill the gap.

Captain Wiki is fashioned after Wikipedia.com, the on-line encyclopedia written, and freely edited, by contributors around the world. Originally intended for cruisers to post or read up on security issues, Captainwiki.com grew and grew and soon it became a destination guide featuring all the stuff that our cast of cruisers from the next table would know already: availability of fuel, spare parts, tips on storm readiness, and the best happy hours.

This is a limitless, free arena for us all to share our adventures, knowledge and strategies. It's user-friendly and well-organised. Woe betide the business that rips a cruiser off now. Some nice touches are the free boat-position reporting map and the opportunity to post our own personal travel blogs. There must be a recipe page somewhere, there always is.

The ultimate cruising guide is just waiting for us to write it up. Fame and power are within every cruiser's grasp. So if you are looking for a project this hurricane season, get out your log books, surf over to www.captainwiki.com and help build this Wiki site on your Wi-fi. Captain Wiki has been cast adrift in cyberspace and I, for one, am riveted to see where he ends up. Wiki-ed!

CORRECTION



In last month's review of the autobiography *Beyond the Islands*, which was written by Sir James Mitchell and published by Macmillan Caribbean, our reviewer Paul Tyler noted that "*Beyond the Islands* records the life of a man rising from what once was a small, distant colony to become the leader of a newly independent nation and a recognized leader on the world stage."

Later in the review, Mr. Tyler suggested that for those uninitiated in the history of Caribbean politics and its "welter of names and organizations… a glossary would be helpful." In fact, a glossary explaining the acronyms of relevant regional and international organizations is included. Rather than being placed more conventionally at the end of the book, this glossary appears at the beginning, along with the acknowledgments and other useful introductory material such as maps of the Caribbean and St. Vincent & the Grenadines, and a list of illustrations (which include an abundant collection of black-and-white photos ranging from a portrait of the author's great-grandfather to one of his youngest daughter taken last year, with many historic moments captured between). All of these items are clearly listed in the Table of Contents. We can only assume that our reviewer, like ourselves, was so eager to get to the body of this illuminating contemporary life story that he skipped over the first few pages and plunged straight into Chapter One. Our apologies to the author and publisher.

This book is available at bookstores or from www.macmillan-caribbean.com.



DIFFERENT BOATS FOR DIFFERENT FOLKS

37 Years in the Caribbean:

Wolfgang Olszewski and His Boats

by Hans Baer



Seatruck, *newly arrived in the Young Island Cut of St. Vincent, in 1977*

How would you like to live on a piece of real estate that covers some 75 percent of the earth, in a "house" that you can move around at will from location to location, without rental or mortgage charges, any time of the day or the year, choosing your neighbors or avoiding them, selecting your preferred climate and views? Well then you should buy yourself an ocean-ready boat and make it your home. And by boat I mean not a tiny 50-foot yacht — get a little palace! To occupy your living space you need no formalities, and from the first minute onward, you are the one who makes the choices and decisions. Utility bills the way landlubbers know them will be a matter of the past — but of course you have to pay for (or make) your own drinking water, buy some fuel, pay for internet service and so on. But that is about it. As long as you were careful to buy a boat that was not in disrepair and you know how to maintain and service it, your expenses may turn out to be a fraction of what the support costs and utilities would cost you for a dry-land home. Any extras? Well, you have to buy a few extra nails and screws, because the pictures on the walls of the cabins have to be attached firmly….

Buying a live-aboard floating palace: that is what Wolfgang Olszewski did about four years ago. Although when he came to the Caribbean 37 years ago as a 24-year-old, he did not quite have the cash as yet to make such an investment. Freshly released from the German Merchant Marine, the ink on his Marine Captain Certificate still wet, he and a partner first invested in a 32-metre motor launch called *Mocambo*, intended to be used for diving charters, mainly catering to German guests. In his rented Indian Bay home in St. Vincent he was then surrounded by only a few houses along the now crowded and heavily populated beach.



Seawolfe, *resting after yet another tow job off the picturesque coast of Martinique*

This first of his businesses must have flourished because, after the sale of the *Mocambo* in 1977, he had the necessary cash to acquire his first very own vessel, the *Moonlight*, which he sailed across the Atlantic from Germany all by himself in 16 days. With the *Moonlight* he started up his own charter business, but that lasted only for about a year when he decided he had enough for a while of dealing with new and demanding guests all the time. He sold the vessel and went back home, shopping in Europe, this time acquiring a 30-metre tugboat, the *Seatruck-Stratmann*, the first such vessel in this region.

The *Seatruck* found plenty of business in those years, tugging defunct vessels of all sizes between the South American mainland of Venezuela and the US. She was also available for charter by special groups needing inter-island transport, such as a class of medical students relocating to St. Vincent from Grenada.

Good business opportunities and good business sense allowed Wolfgang to consider another expansion some five years later. Wolfgang sold the *Seatruck* in 1985 and repeated what now began to look like a routine: using his gains and profits and shopping for another boat in Europe, this time acquiring the 27-metre sea rescue and salvage boat, *Seewolf* (watch the precise spelling, it gets tricky further down!).

The *Seewolf* had been built to cope with the rough seas of Europe's Atlantic coasts and the North Sea between England and Europe, and thus equipped, Wolfgang never had any concerns about weather in the Caribbean, including hurricanes. Firstly, he could outrun these storms with the power of the three engines allowing speeds up to 35 knots. Secondly, he seems to have a slight masochistic trait or, shall we say, he enjoys the challenge of a rough sea to break the monotony. I can picture Wolfgang actually heading into an approaching hurricane just for the fun of it!

For the next five years, the *Seewolf* performed life-saving operations for crews of various boats in serious trouble. Each year, some five to ten such rescues were required in the Caribbean waters.

Now, what do you think happened after a few years of life saving? Wolfgang by then had enough of this "small" boat. In 1990 he managed to sell it to a German maritime museum and went shopping again. This time he ended up with a big one: the *Seawolfe*. And with that, he was suddenly in the league of big-boat operators with the capability of towing vessels of any size or pulling them off reefs.

In between towing jobs, Wolfgang slowly transformed the *Seawolfe*, with its 80 tons of aluminum, into a highly organized and well-equipped vessel with robotic controls, essentially allowing it to be run by a two-person crew. It is on this vessel that I met Wolfgang around 1994 when she was already revamped and in immaculate shape, well-maintained and highly functional. Rescue and towing jobs brought some US$10,000 to $30,000 a run, and in the industry he was known for prompt and reliable service. Contracts were negotiated over a fax line, and once the final order was received, the *Seawolfe* was quick to arrive at the site, reaching about 15 knots at full speed. One of his trickier jobs once was to pull a freighter off a rocky beach in Dominica, but most contracts involved more benign tasks such as towing disabled vessels to their port of choice for repairs.

By the mid-90s Wolfgang had perfected not only the technical functionality of the vessel but also had put finishing touches to the interior with high standards of craftsmanship. On and off, the well furnished and decorated *Seawolfe* provided charter services to groups of customers who preferred the solid and sturdy performance of a rescue vessel and tug, with plenty of space to walk about, luxurious staterooms and unlimited storage for luggage and supplies, over the rigors of sailing on small yachts. I once met up with a group of Rotarians from a southern German town, displaying an apparently unlimited capacity for consumption of Hairoun beers, enjoying a dream voyage among the islands of the Lesser Antilles. The blue *Seawolfe* with its high wave-breaking bow became a familiar sight in the anchorages of the Caribbean.

It took an eternity — of some nine years — and then Wolfgang Olszewski became restless again and needed a change: it was time again to sell. Whoever bought the *Seawolfe* got a priceless vessel in terms of performance, functionality, reliability and business opportunities. As far as Wolfgang knows, she is currently sailing in the St. Barts area but under the new name of *Dolce Far Niente* — sweet doing nothing! Last year, the September issue of *Exclusive* listed the vessel as number 151 among the 200 largest motoryachts internationally.

—Continued on next page

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Anyone thinking that Wolfgang was now ready for retirement and "dolce far niente", probably with a solid financial cushion after selling the *Seawolfe*, was both wrong and right. He, of course, went shopping again in Europe and this time came up with what he now refers to as his retirement boat: a 125-foot ferry with a long history of safe passages in Atlantic and North Sea waters — the *Oceanwolf*. The hull construction of this boat was such as to allow for stable ferry operations with little tilt due to shifting of weights on board.

Wolfgang proceeded, after sailing it across from Germany to his beloved second homeland, St. Vincent, to meticulously refurbish her interior. From floor to ceiling, every room and cabin now is cleanly finished and all rooms are well and tastefully furnished, decorated with many of the memorabilia collected over more than 37 years of sailing and operating in the Caribbean. Look out for a smart-looking white motor launch with a yellow smoke stack in any of the many anchorages of the Windward Islands or Venezuela — that's the *Oceanwolf*! Again, it is a two-crew operation and between himself and his Venezuelan friend Maresby, Wolfgang has now been sailing his floating home on the Caribbean waters between Martinique and Venezuela for the past four years. This time it is largely for fun and pleasure, although initially he intended to provide some special charters. As opportunities arise, he is now offering his services as a broker for commercial boat trades, and nobody seems to know as well as he what is available in the region or how to assess the seaworthiness of available vessels for the commercial user.





At left, Maresby and Wolfgang on the bridge of Oceanwolf *— which is pictured above anchored in Young Island Cut, 2007*

Whenever I see the *Oceanwolf* anchored in the Young Island channel in St. Vincent, I usually make sure to sneak up on her with my sea kayak for a visit over a cup of tea and some special biscuits obtained from the shelves of the richly stocked supermarkets in Martinique. Living on this ocean-worthy craft allows for a special lifestyle: Wolfgang and Maresby can go shopping for delicatessen and other specialties in Martinique one week and stock up on cheap root crops and vegetables in Venezuela at a fraction of the cost in the Caribbean island republics the next.

Although Wolfgang is a sometimes restless traveler and sailor, St. Vincent, right in the middle of the Windward Islands chain, always remains a kind of second homeland. It is here where he started his odyssey as a young 24-year-old captain. His picture album includes priceless scenes of over 30 years ago, with the Villa area of St. Vincent, for example, only showing a very few houses along the shores.

What other changes has he witnessed over these many years? He never was much interested in fishing, but he mentioned that in the old days, large flying fish surrounded his boats most of the time. Now they are rare and small. Dolphins used to accompany him, darting around the bow of his vessels. But now these, too, are rarely seen. The only time he sees plenty of fish is when he touches down in Trinidad, witnessing foreign fishing boats empty their indiscriminate daily catches by the tons. So, the sea and the waters and waves are still the same and the islands still beckon for visitors to come and relax and enjoy our shores. But a sea of plenty it is no more — and he and we all regret this.

Thirty-seven years in the Caribbean. That is like an eternity in this growing region that witnessed changes in political status, acquisition of independence and all that goes with the development of so many nations. Wolfgang's boats have proudly sailed under several flags over that time period, starting of course with the British flag, then the historic "breadfruit" flag of St. Vincent & the Grenadines, and for the nearly 30 years since independence, the new "diamonds" version of the national flag of this country. These are all memories many will envy Wolfgang Olszewski for, but he has earned it with hard work and dedicated services.

It is hard to imagine that the *Oceanwolf* indeed will remain his floating retirement home. He vigorously denies that he will get land-locked some time in the near future. What could be the next step? A cruise ship, a tanker or a freighter? How about a submarine? If he has any ideas, he is not telling. Let's wait another five years, and time will tell. Actually, if someone came up with the necessary cash (in fact, three years ago a Swiss businessman was ready to do just that, only a very few years too early!), I am sure Wolfgang would not reject an offer. Now, you heard this from me first — just remember, my commission will be a meagre five percent!

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De Big Fish Story

by Cruisin' Canucks


ROTTEVEEL

For seafood lovers in Grenada, Gouyave's Friday night fish fry offers much more than fried fish, as this chef demonstrates

Everyone has a great fish story that captivates the imagination of all who are within earshot. The caught dorado whose mate followed the boat for days, the huge tuna that could have swallowed Jonah. You know the stories. But this story is a bit different as it has to do with a little community in Grenada.

The town of Gouyave has a Friday night fish fry that I was told had a rebirth in recent months. The order of the day was to go and check this place out. You start with a maxi taxi ride that is arranged by the local cruiser net's Wonder Woman, Inga. She arranges tours daily, ranging from round-the-island to this great Friday night festival. Inga arranges these types of things for the love of Grenada and cruisers. She makes everybody feel welcome and does it for free.

The eager gathering of folks drooling for fish congregated around the on-time maxi taxi. Our driver flashed a customary Grenadian smile that encompassed his entire body, silently yelling at us, "Welcome to Grenada, my friends!"

Our little group was on a specific mission and was quite vocal during the journey. We had been unsuccessful in bagging those crafty crustaceans so when the inquiry about whether they had lobster at the fish fry was answered with "It have de biggest lobsters in de world in Gouyave", there was a collective cheer. Our hour-long ride was spiced with ocean views, rainforests and communities dotted with waving Grenadians. You almost felt like you were in a parade for the twists and turns from Prickly Bay to the fishing capital of Grenada.

Commentary by Chris, our driver, filled the time with some history and points of interest. The "Slow Humps" sign signalled our arrival into Gouyave. The school of hungry tourists disembarked to begin their feeding frenzy with the enthusiasm of piranha seeking the fatted cow. Those lobsters didn't have a chance.

The entrance into the town starts with a long main street which is mostly unlit. In any other country your survival radar would be beeping like crazy as you walked towards the light of the festival. In Grenada there are no worries.

We entered the streets that were a flurry of activity and dispersed. You could have your choice of every fish imaginable, cooked almost every way possible. The smell and sounds were as captivating as the sights of cooking, preparing and general organized chaos. Music blaring and people actually dancing in the streets gave this town a carnival atmosphere, albeit for one Friday night each week. This was the place for folks of all ages, colours, beliefs and nationalities celebrating the bounty of the seas.

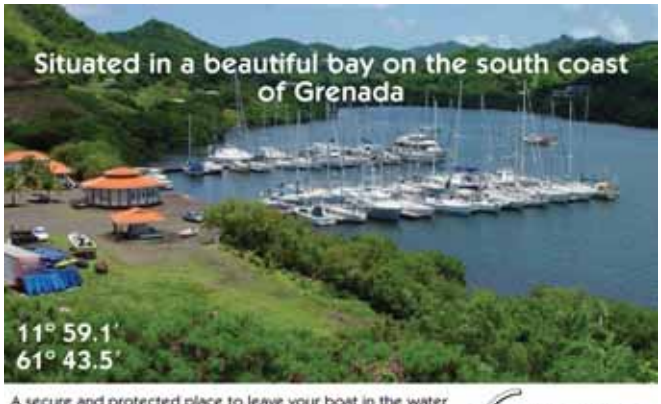
Through the gyrating bodies we sighted our prize and steered for it as if led by a lighthouse. Lobster. And yes they were big, so large in fact that we first thought they were the plastic version you see on neon signs in North America. Yet these were indeed real and ready for consumption.

The next three hours were spent consuming delicious temptations interrupted only briefly for a dance to the next booth. The bar was at the center of the two cross streets so you would have no problem quenching your thirst with local rums and beer.

These townsfolk really know how to throw a welcoming party. Our gals in the group had a moment when they just looked like they needed a place to sit down, and to our amazement a bench appeared right under their noses (well, bums actually). The thought of leaving for our scheduled maxi bus was only palatable knowing that we could do this all over again next week.

The snoring that was heard by passing motorists as we weaved back to our home base and the creak of our bus's suspension over the humps was testament to a true gorging that was had by all. The wonderful surprise of the evening was that the whole event took less of a bite out of our pocketbooks than anticipated.

So there you have it: a place that is safe, fun, filled with wonderful people, food and drink that is cheap to boot. Dat, my friends, is no fish story.



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DASHEEN

During one of the few times I sent my husband on a solo market trip to do the vegetable buying, he returned with a tuber that became slightly purple when boiled. He said it was a type of island-grown root called dasheen.

Dasheen root is a true favorite throughout the Caribbean, but the plant is perhaps best known for its broad heart-shaped leaves, called dasheen bush or callaloo. I realized it was the leaf from this root that made my favorite callaloo soup!

Dasheen bush should be well cooked to remove the oxalic acid. In addition to their use in soup, the leaves can be cooked as greens similar to spinach. The "stock" or leaf stem can be peeled and boiled, having a taste similar to asparagus. Also the blanched young shoots obtained by growing the plant in heavy shade (usually under bananas) supply a tender vegetable having a flavor somewhat like that of mushrooms.

The underground roots consist of one or more large central heads (sometimes called a "mammy"), which may grow up to eight pounds. Around the dasheen head is a cluster of smaller roots, usually two to four ounces in size. Like potatoes, dasheen roots can be boiled, steamed or baked, used to thicken soups and stews, or fried to make chips.

Dasheen is a belly-filling starch with 250 calories per Cup. It is low in fat, with no cholesterol and one gram of fiber, but 60 grams of carbohydrates.



Dasheen Gnocchi
(*Gnocchi is the Italian version of potato dumplings*)
1 pound dasheen, peeled and chunked
1 pound sweet potato, peeled and chunked
2 Tablespoons olive oil
2 Tablespoons fresh basil, chopped small
1 bunch chadon bene, chopped small
2 cloves of garlic, minced
1 medium onion, chopped very fine
1 Cup dry white wine
2 medium ripe tomatoes, chopped small
1/2 Cup prepared marinara sauce (homemade or canned)
salt and pepper to taste
2 large eggs, beaten
1/2 teaspoon grated nutmeg
1 Cup baker's flour
1 Cup grated Parmesan, Romano or cheddar cheese

Boil dasheen and sweet potato chunks in salted water until tender, approximately 30 minutes.

TO MAKE THE SAUCE: In a large skillet heat the oil, adding basil, chadon bene, garlic and onions; cook for about three minutes. Lower heat and add the white wine, tomatoes and marinara sauce. Simmer for one minute. Then season with salt and pepper to your taste.

TO MAKE THE GNOCCHI: Drain the dasheen and sweet potatoes before passing them through a ricer into a large bowl. Add eggs and nutmeg and season to your taste. Add flour slowly and evenly, stirring constantly to prevent lumps.

Bring a pot of slightly salted water to boil. Carefully spoon the dasheen mixture into balls as neatly as possible. Drop balls one by one into the boiling water. Cook these dasheen gnocchi balls until they float, about five minutes. Drain and add to the skillet with the sauce. Serve warm with grated Parmesan, Romano, or cheddar cheese as a main dish.

Dasheen Chips
1 pound dasheen, peeled and sliced about 1/8-inch thick
oil for frying
salt and spices to taste

Place dasheen slices in a large strainer or colander and blanch them. Drain and dry with towels. Sprinkle with onion, pepper or garlic salt and cook in hot oil until golden brown. Drain and eat while warm as a snack or side dish.

Dasheen Salad
2 medium onions, chopped
2 cloves of garlic, minced
3 bunches of parsley, chopped
3 bunches of chives, chopped
6 red pimentos, chopped fine
3 Tablespoons canola oil
3 Tablespoons white vinegar
3 pounds dasheen peeled, boiled and cubed
12 green or black olives, sliced thin
1 Cup mayonnaise

Combine onions, garlic, parsley, chives and pimentos with the oil and vinegar. Add dasheen cubes, olive slices and mayonnaise. Cool and serve.

Dasheen Puffs
2 pounds dasheen, peeled, chunked, boiled and mashed
2 Tablespoons butter (or margarine)
1/4 Cup milk
1 egg, beaten
4 Tablespoons bread crumbs
1/4 Cup all-purpose flour
1 Cup canola oil for frying
salt and spices to taste

Combine mashed dasheen, butter, milk and egg into a soft mixture. On a smooth flat surface, mix breadcrumbs and flour. With your hands, form balls of the dasheen mixture and roll in the flour-and-breadcrumb mixture. Fry in hot oil until golden brown. Serve hot as a snack or side dish.

Scalloped Dasheen
2 pounds dasheen, peeled, cooked and sliced
1 medium onion, sliced fine
1 bunch chives, chopped small
1 leaf chadon bene, chopped small
1/2 pound cheddar cheese, grated
1 egg
1 1/2 Cups milk
salt and spice to taste

Layer sliced dasheen in a greased baking pan. Sprinkle with some of the onion, chives, chadon bene and cheese. Repeat, alternating layers of sliced dasheen with the onions, chives, chadon bene and cheese. Save some cheese for the final touch. The top layer should be dasheen.

Mix egg, milk, salt and spices and pour over the dish. Sprinkle with grated cheese. Bake at 350°F for 45 minutes, or until top is golden brown. Serve hot as a main or side dish.

For the Gardeners

Dasheen requires moist soil; along an irrigation or drainage ditch is perfect. Many people, like me, grow a few dasheen plants along the front drain to dress it up with a tropical landscaping effect.

First fork the soil to a foot deep and a foot wide. Add either a phosphate fertilizer or rotted manure to the bottom of the forked ditch. Dasheen roots or suckers are planted whole, three inches deep, two feet apart in rows four feet apart.

Every two months, use a pound of rich phosphate fertilizer mix (e.g. 7-30-20) for every hundred square feet. Dasheen does not compete well against weeds during the first three to four months after planting, before its big leaf canopy is formed. The best method of controlling weeds is to pull them by hand. This should not be too difficult as the soil should be moist. Water is the key ingredient to making dasheen bush produce.

Dasheen is ready to harvest when the leaves turn yellowish and the roots protrude from the ground. This may be in six or eight months depending on location, soil fertility and wetness. Roots left in the ground usually stay in good condition until they start to sprout again.

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WILD SOUR ORANGES?

by Mary Heckrotte



Tromping about a pasture carved from jungle just south of Bocas del Toro in Panama, I spot the ugliest citrus fruits I've ever seen. Judy Greene, a delightful Bocatoreña, calls them limes though they are much larger and not green at all. Round and orange like oranges, these baseball-size orbs are covered with warts.

Judy's husband, Tobe, plucks a lumpy specimen from the tree, whacks it open with his machete and hands me the two juicy halves. One sniff and my mouth waters, making me wish for the rest of the fixings for a Margarita. I squeeze one of the halves and a pale green juice dribbles down my elbow. I take a lick and yikes! My mouth turns wrong side out, my eyes cross. Tobe grabs his own mouth to cover his urge to laugh but Judy doesn't bother to resist and her giggle is another delight this fine morning.

There are dozens of these trees growing about the hillside, pretty trees lending the crisp smell of limes to the tropical air. Judy is known in these parts for her way with plants, potting them, selling them to the new homesteaders that arrive almost daily to make a home in these gorgeous islands. "Judy," says I, "did you plant this tree here?"

"Oh, no!" says she. "Me jus' fires him off and where him land, him come right up."

Yeah, my kind of gardening! "So, what do you make with these limes?" I ask Judy.

"We doesn't eat dem," Judy says. "De cows does."

Apparently this pitiful-looking fruit is shunned by locals, never even getting to show its ugly warts at market. But the very idea of a luscious-smelling citrus going to waste seems a shame. Surely there is some use. And thanks to ideas from the Internet, I now believe there is.

Just exactly what sort of citrus fruit this specimen might be is still unclear. Lime? Lemon? Sour orange? I'd bet on sour orange, though it's definitely not the smooth-skinned, fancy-named, probably-pedigreed Seville or Bergamot used for marmalades and liqueurs. Let's just call this one a wild sour orange. And hey, it works as a perfect substitute for all the recipes from the Internet that call for sour orange juice that I've tried so far. It is certainly just right for marinades and salad dressings. In fact, so far, substituting wild sour orange juice for lemon or lime juice in ordinary recipes has been working just fine, too. For example, wild sour oranges yield a pie every bit as good as any made from Florida Key limes. Sour orange juice keeps fruits such as mangoes, bananas and apples from turning brown. You can add it to sauces, cookies and breads, or spritz it on your salads. Squeeze a sour orange half and rub it on meat or fish before cooking. And I even rubbed my wooden cutting board with sour orange juice and rind — it smells wonderful.

Now if you're not lucky enough to find wild sour oranges in your tropical travels, you can substitute equal parts regular orange juice and grapefruit juice. Or you can get by with one part sweet o.j. plus one part lemon or lime. You get the idea.

One precaution, though: some citrus fruits affect the way medications are absorbed by your body. In Titusville, Florida, for example, the home of Indian River grapefruit, the local hospital bans all grapefruit juice for patients. This wild sour orange may have the same effect. You might want to ask your doctor if you should avoid citrus juices with your particular prescription.

If you do spot trees overburdened with ugly oranges, you'll likely have no trouble getting permission to pick all you can carry. But be careful: these pretty, leafy trees hide half-inch long, very wicked thorns. The thorns even pierce the soles of my knock-off Croc shoes! Don't worry about what color fruit you pick, any shade from still greenish to bright orange is quite fine — after all, you can't get more sour than sourest. But do try to pick the fruits that feel especially heavy for their size as they will be the ones that have the most juice inside. Being uncultivated, these oranges have more seeds than you're probably used to. But they'll strain out easily enough once you've squeezed the juice. Just use any juicer or squeeze the oranges by hand.

My friend Joellen Jeffers, a lady always open to experimenting with local produce, thought she could make lemonade from these wild sour oranges. Unable to sweeten the juice enough for her liking, she set her jar of juice aside on the cabinet and forgot about it while she was away from home for a couple of weeks. Oops! But to her delight, in her absence the juice had fermented. She poured a bit over ice cubes and sipped. Voila! She dubbed her delicious product "Hard Lemonade" and brought jugs of it to the next potluck. With happy grins all around, Joellen took home only empty jugs. And thankfully, she shared her recipe. Though I can't really tell there is any "alcohol" effect, the taste is most refreshing at cocktail time and Hard Lemonade is now a favorite on *Camryka*.

In Mexico, says one website, folks cut sour oranges in half and coat them with salt and a hot chili pepper paste. (Appreciation of this concoction may require a genetic predisposition which some of us surely lack.) From a suggestion made by the natives of the Yucatan area, however, we learn that sour oranges substitute quite nicely for vinegar — and these wild ones do the job well.

Squeeze a little sour orange juice into your next rum and cola or a vodka and tonic — don't forget to rub the rim of your glass with a cut piece, too. And no doubt, if you take a sack of wild sour oranges, a shaker of salt, and a bottle of tequila, you'll be welcome at any Happy Hour!

—Continued on next page



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—Continued from previous page

Joellen's Hard Lemonade
2 1/2 Cups water
1 1/4 Cups sugar
2 teaspoons grated sour orange peel
1 1/4 Cups sour orange juice

Put water and sugar into a saucepan over medium high heat. Bring to a boil, stirring until sugar dissolves. Remove from heat and let cool 20 minutes. Add peel and juice. Pour into a jar or bottle and cover loosely. Let sit at room temperature for 2 weeks (or so) and then serve over ice cubes. Be sure you don't put a tight lid on the container as fermentation may cause the container to break.

Homemade Cuban Mojo Sauce
3 large heads of garlic, peeled, cloves crushed
2 teaspoons salt
1 teaspoon freshly ground black pepper
1 1/2 Cups sour orange juice
1 Cup minced onion
2 teaspoons dried oregano leaves
3 Tablespoons minced parsley
1 Cup olive oil

Mix all ingredients except olive oil well, preferably in a blender. Set aside at room temperature for at least 30 minutes. In a small saucepan over medium heat, bring olive oil to about 280°F (very hot!). Remove the saucepan from the heat. Whisk in the garlic and juice mixture. Be very cautious as the oil may fizzle and splatter. Return the saucepan to medium heat and bring to a full rolling boil. Taste and add more salt or pepper if desired. Remove from heat and let cool to room temperature. Store in a glass jar in the refrigerator and shake well before using. Good on almost any chicken, lamb, pork, beef, fish or seafood.

Wild Sour Orange Marinade
1 1/2 Cups sour orange juice
1/2 Cup olive oil
4 cloves garlic, crushed
2 teaspoons freshly ground black pepper
3 bay leaves, crushed
3 Tablespoons minced cilantro

Mix all ingredients in a plastic Zip-loc Bag. Add pork, beef or chicken and marinate for one or two hours. Meat can then be grilled or broiled.

Wild Orange Marinade for Fish and Seafood
1/4 Cup sour orange juice
1 teaspoon grated sour orange peel
1 Tablespoon olive oil
1 Tablespoon crushed tarragon
Salt to taste
Ground white pepper to taste

Combine all and pour over fish or seafood. Marinate for 30 minutes. Grill or broil.

Wild Orange and Honey Fruit Salad Dressing
1 egg slightly beaten
1/2 Cup sour orange juice
1/2 Cup honey
1/2 teaspoon salt
Freshly ground white pepper
1 teaspoon grated fresh ginger
1 Cup sour cream

Put all except sour cream in a small saucepan over medium heat. Cook and stir until mixture thickens slightly. Remove from heat and let cool 15 minutes. Stir in sour cream. Put into a covered container and chill before serving over fruit salad.

Sour Orange French Dressing
1/4 Cup sour orange juice
1 teaspoon dry mustard
1 teaspoon paprika
1 teaspoon seasoned salt
1 Tablespoon grated onion
1 teaspoon celery seed
1/2 Cup sugar
1 Cup olive oil

In a blender, mix all except olive oil. With blender running, very slowly dribble in the oil. Store in a covered jar. Serve with green salads.



Sour Orange Chimichurri
2 Cups parsley, stemmed, minced
10 garlic cloves, peeled and crushed
1 Cup olive oil
3 Tablespoons sour orange juice
1 teaspoon red pepper flakes
1 teaspoon salt
Freshly ground black pepper to taste

Combine all ingredients. Put in a covered glass jar and keep refrigerated. Can be used right away but is best after 2 days. Will keep several weeks. Great on steaks and other meats.

Tandoori Marinade
1/2 Cup coconut milk
4 Tablespoons sour orange juice
2 teaspoon salt
2 garlic cloves, crushed
1 teaspoon freshly grated fresh ginger
1/2 teaspoon cumin seeds
1/2 teaspoon coriander
1/4 teaspoon turmeric
1/2 teaspoon freshly ground black pepper
1/8 teaspoon cinnamon
Pinch ground cloves

Mix all ingredients until smooth. Marinate chicken, pork, or beef for 1 hour then grill, stir-fry, or broil. Extra marinade can be used to baste meat as it cooks.

Sour Orange Seviche
1 pound cleaned white fish fillets, soaked in salt water for 10 minutes
1 Cup sour orange juice
1 onion, thinly sliced
Salt and freshly ground black pepper to taste
Pinch cayenne
1 clove garlic, crushed
1 hot pepper, seeds removed and minced
2 Tablespoons minced parsley,
2 Tablespoons minced cilantro

Remove fish from salt water and pat dry with paper towels. Cut fish into bite-sized pieces and place on a platter. Cover with sliced onions. In a small bowl, mix remaining ingredients and pour over fish. Place in refrigerator for at least 4 hours before serving.

Sour Orange Pie
8 ounces cream cheese, softened
1/3 Cup sugar
4 Tablespoons sour orange juice
1 carton Cool Whip (or prepared whipped topping mix)
1 graham cracker crust

Mix cream cheese, sugar, juice, and 6 ounces of Cool Whip. Spread into graham cracker crust. Put remaining Cool Whip on top of pie. Refrigerate for at least 3 hours before serving.

Sour Orange Bread
1 Cup sugar
2 Tablespoons sour orange juice
6 Tablespoons milk
2 eggs
6 Tablespoons butter, softened
1 1/2 Cups flour
1/2 teaspoon baking powder
1/2 teaspoon baking soda
1/4 teaspoon salt
1 Tablespoon sour orange peel, grated
1/2 Cup sugar
1/4 Cup sour orange juice

In a small mixing bowl, combine flour, baking powder, baking soda, salt, and orange peel. In a large bowl, combine sugar, 2 Tablespoons juice, milk, eggs, and butter. Stir dry ingredients into wet ingredients. Pour batter into a greased 9" x 5" loaf pan. Bake at 350°F for about 1 hour or until a toothpick inserted in the center comes out clean. Let cool slightly in pan on a rack. Remove from pan. Put bread on a piece of foil.

In a small bowl, make a glaze of 1/2 Cup sugar and 1/4 Cup juice. Prick bread over the top with a small skewer then pour glaze over all. Let cool completely then slice to serve. Good with cream cheese.

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Dear *Compass*,

Congratulations on finding writers like Julia Bartlett. Hers is the first name I look for when I open the *Compass* and her article on Luperon in the April issue was a gift from the gods, readable and fun, I am on my way.

Stevie Morris
S/Y Mismo

Dear *Compass*,

In "Anchoring Habits and Questions" (April *Compass*), Angelika Gruener criticized skippers for bringing boats into an anchorage at night and passing among anchored boats. She asks, "How to ward off yachts if they want to anchor too close to you?" And in the case of an accident, "How to get hold of the perpetrator?" She also says that the skipper entering a harbor at night "can't see the anchored boats."

While I sympathize with those who feel anxious when someone navigates close by their yacht at night, and even more so when damage is done, there is nothing you can do to stop them. A good sailor can see boats at night and, if she takes her time, thread her way safely through an anchorage. I know, because in the days I was a professional charter skipper, I often did so. (Charter schedules sometimes have you arriving late.) Furthermore, professional fishermen and other navigators have to do this all the time. While you might think it would make more sense for the arriving boat to anchor outside the fleet, you cannot know whether an approaching yacht's skipper intends to anchor. She may have a mooring in among the anchored yachts and be going in to pick it up, which is perfectly legitimate. (As is anchoring, if she does it right.) It is true that it is harder to see at night and takes a lot of concentration. For this reason it is imperative those on anchored yachts don't do really dumb stuff like shining lights at the approaching boat and yelling things like, "You can't anchor here!", "What do you think you are doing?" or "Get away from my boat!" It will end up confusing even an experienced skipper and almost ensure an accident with the less experienced.

To lessen the likelihood of getting hit you should, as law requires, show an all-round light of the necessary visibility. You should NOT have a strobe which, like being yelled at, is very distracting, and likely to cause accidents. You can also light up your cockpit with a cockpit light, which will make your boat much more visible.

You cannot know where someone plans to drop an anchor until they do, so you really have no choice but to wait till it is done. At this point if you feel they have anchored too close, it is your obligation to tell them so. You cannot force them to move but telling them does give you a good case in law, so enter the conversation in your ship's log. If they do hit you, do not wait to get the details until morning, when they may have moved on. Go right on over after the accident and get everything you need. Remember to record the whole incident in your ship's log, which might be used as evidence at a later date.

Apart from that I do not know what to suggest, except if a bunch of cruisers really feel this is a problem, they could raft up in a big circle with bows facing out, like the old wagon trains of the Wild West. Worked against Indians, why not bareboaters?

Editor's note: We apologize for losing this writer's name. When sending letters as attachments, please include your name on the letter as well as the e-mail message to avoid this happening. Thanks.

Dear Forum,

My sailing mentor had an expression that I have generalized, which occasionally comes to mind as I read the Forum: "Ain't nothing like the sound of people jumping to conclusions." The Forum in general, not a particular issue. Including memorable moments such as many months of discussion of copyrights in which the "cruising" community seemed to conclude that stealing copyright material is okay in cases where it is more convenient than buying it — which, for the cyber-savvy of today, is almost always. Or in cases where it is cheaper to steal it.

Thanks for Doyle's letter in the April issue, and Laura Sargent's March letter, regarding non-thinkers who use strobes as anchor lights. As an alternate line to the one Doyle suggests ("What is the emergency?"), mine is to ask, "Are you aware that the only boat not being flashed by your strobe is yours?" If they answer "no", I'll affirm that it is so. If "yes", I will add, "Well, then, in my opinion you are a(n) _____ (your choice)."

One Love,
Hutch
S/Y Ambia

Dear *Compass*,

In reply to Derrick Harvey's letter in the May issue regarding flashing anchor lights.

Of course lights are there to attract attention at night — but to what? If we all decided arbitrarily what lights to put on our boats (as he has) there would be total chaos. Let's stick to the internationally agreed light system. If, for instance, I see a stationary white light, I know it is an anchored boat.

On my way here from Greece I have seen the following used as anchor lights: red flashing (channel buoy), green flashing (channel buoy), and yellow flashing (special mark).

If Mister Harvey wishes to disguise his boat as a north cardinal buoy (continuous white flashing), then I think he is being totally irresponsible.

If he is worried about being seen he should put in a brighter bulb, but never, never try to confuse us as to what his boat is.

Peter Boardman
Yacht Camille

Dear *Compass*,

A quick note in response to a quick note by the skipper of *Aldebaran II*, Derrick Harvey. The proper lights for a vessel at anchor are provided for in ColRegs. Using some common sense, captains realize that there will be a variety of lights in most anchorages in addition to normal anchor lights, but flashing strobes push the limit because the normal use for a strobe is in a man overboard or other emergency situation. Therefore, a strobe light is not appropriate for casual use; it has other uses, and casual use will degrade the value of a strobe when it is truly needed. Sort of like firing off a flare to see which way the wind is blowing.

Similarly, the use of running lights to more easily find a vessel after a night of partying ashore. Running lights also have a specific purpose in ColRegs, and if the vessel is not underway, or "running", it need not have them on. In fact, having them on when not required is a somewhat arcane mode of distress signal, sort of like flying a flag upside down.

In closing, some years ago I was sailing with family up the Red Sea with a group of other yachts. There is a lot of shipping in the Red Sea, and one boat sailed with a masthead strobe going all night, to ward off the commercial ships passing by. On arrival at Port Sudan, the crew of that vessel told harrowing stories of close passes all week long, despite their innovative approach to lighting. We were entertained at dinner by the captain of a grain ship which had passed up the Sea roughly the same time we had, and on learning the time of our passage he asked, "Who was the nitwit with the strobe? We all (commercial shipping) thought he was drowning!"

Captain Thomas Warner
Tortola, BVI

Dear *Compass*,

Derrick Harvey of *Aldebaran II* (the boat with the flashing anchor light) wrote in response to Laura Sargent's complaint about strobes used as anchor lights: "Anchor lights are there to attract attention and the better other sailors can see them, the less likely there will be things that go bump in the night. Sorry Laura, but you are barking up the wrong strobe here."

Derrick, I do not think she is. Yes, strobes do catch attention; that is what they are for, and that is why they make good emergency lights — and lousy anchor lights. Imagine trying to pick up the quick flashing light at one end of a pair of leading marks when you have find it among a forest of yachts with flashing strobes. Trying to navigate through a field of anchored boats with strobe lights would be very distracting and confusing.

Then there is just the aesthetic consideration; they totally ruin the atmosphere of a beautiful Caribbean night. Is there no poetry in your soul? Are the Tobago Cays on a moonlight night with one hundred brightly flashing strobes really what you came to the Caribbean for?

Added to this there are legal considerations. The law requires you have an all-round white light visible while at anchor at night. I would think this means that the light is showing all the time: not once an hour, not once a minute, not once a second or half second.

The only thing I can find flashing lights on yachts approved of by the coastguard is as emergency lights.

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If you know something different, please tell us and tell us the reference for it.

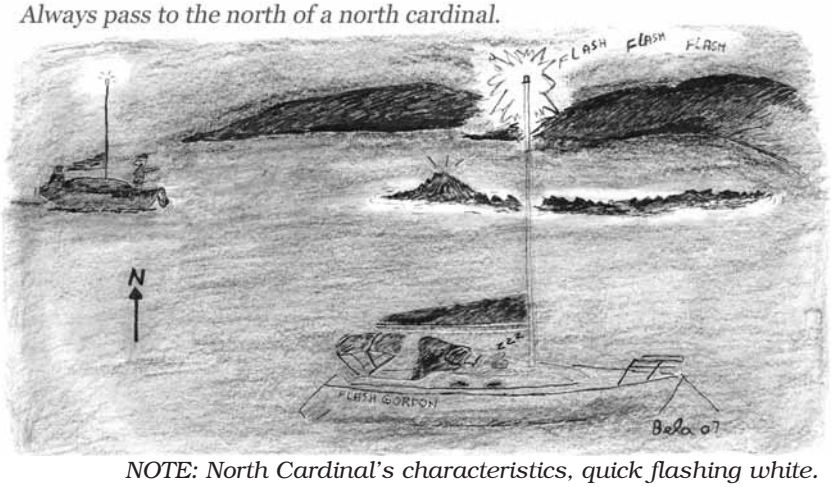
However, even if you can do this, keep in mind that there are plenty of things you can legally do, but the world is better off if you don't.

Chris Doyle
Ti Kanot

Dear *Compass*,

I read the letter about flashing anchor lights at night and I have to agree — the collision regs were written a long time ago and maybe it's time the yachters took the initiative and showed the way for some new guidelines. In general, the governing boards for this sort of thing are controlled by old fuddy-duddies without any idea of modern technology or what can be done with it.

I think the yachty with the flashing anchor light is not trying hard enough to be seen at night. We all know a flashing light is more visible than a steady all-round anchor light. He must take it to the next level and paint his boat day-glo orange; that will make him as visible as he can be.



NOTE: North Cardinal's characteristics, quick flashing white.

I also think the next thing he should do is put strobe lights in his port and starboard navigation lights. This should make him more visible at night; while underway with the boat painted day-glo orange (all dark colours such as blue, green, etcetera, should be banned by law — not visible enough at night), he will be very easy to spot. Just in case the flashing of the navigation lights gets in sync with the wave motion — i.e. flashing when the boat is in a trough — a clever flash-frequency unit could be installed to adjust the flash rate to counteract this, modern electronics being so good.

We all know big ships don't keep a good enough lookout for small boats. Watch keepers drinking coffee or reading, never looking to the sides or behind. Perhaps our intrepid sailor should do his best to cross just ahead of all tankers, cruise liners, coasters and trawlers just to make sure they see him. Maybe sounding his horn in short blasts to be on the safe side — don't think short blasts mean anything nowadays.

If, God forbid, he is still not seen and he gets run down he can rest assured that while he is in his day-glo orange liferaft with a flashing strobe light on top he will be as visible as he can be!

Unfortunately he probably won't get picked up because we will all think that's the guy at anchor with a strobe light.

We will now need to give some thought to what we can use for the lights on cardinal buoys and port and starboard buoys. It might be best remove the flashing lights and fixed lights (these lights appear to be flashing when they dip below the wave crest) or they might get confused with boats at anchor or boats under way. Probably best not to have lights on buoys at all, too confusing.

We don't want any confusion out there, it's dangerous enough. For safety's sake we all need to be on the same page at all times.

PS. What about flashing headlights on the car at night or a bank of flashing orange lights on top or even flashing blue light with siren. Lots of room for improvement here, don't you think?

PPS. Now, about Union Jacks being used as ensigns....

Paul Frost
Silver Ankh

Hello, all you supposed cruisers,

I will tell you all about something a lot of you don't know about. It is called courtesy.

For example, I tie my dinghy up at a dinghy dock with a bowline under everybody else's line so they can go off in their dinghy without worrying about refastening my line. "What a wonderful idea!" you all think. Then, when I come back to let my dinghy go, I have to untie all the lines that are tied over mine. I will tell you what I will do in the future. I will tie all the lines in such a mess that I will laugh all the way back to my boat. I will splice the lines so that all you can do is cut them. Then I will suggest that you all go back and ask your fathers what is the correct way to tie a dinghy.

I get sick sometimes when I read all the pontificating about how the supposed cruisers should be defended in their meanderings when they don't even know the basic rules of seamanship. I think the latest was that guy who declared that he was going to play with his strobe in enclosed harbours, no matter that it annoyed other harbour users. These people should be made to take their toys back to Daddy and then ask him if they can play with them — *if* they are suitably able or, more to the point, qualified to do so.

I am as always,
Mike East
S/Y Nostromo

Dear *Compass*,

My partner and I read with interest the complaint in May's Readers' Forum about the treatment received at the Immigration, Customs, and Port Control Office at Jolly Harbour, Antigua. We too went in to the Immigration office with a smile and greeting to be met by the most officious and rude behaviour ever experienced in all the islands we have checked in to. The female in charge seemed to delight in throwing her weight around, smirking glances to her male colleague and demanding full subservience from us lowly visitors. She was completely unfriendly and unprofessional in her behaviour. While we respect that officials have a job to do (I had a 25-year career in the Civil Service Public Sector, dealing with Customer Service), this lady was not interested in pleasantries. We left her office feeling that we had committed some crime by visiting Antigua and it was only at her personal discretion we were not going to be impounded! As we then had to wait for over an hour for the Customs Officer to turn up, we had plenty of opportunity to watch her behaviour with everyone else and it made interesting viewing. Port Control was a relief and the ladies in that office were professional and very pleasant.

That said about Jolly Harbour, a week later we went to the airport to collect a friend who was visiting us for two weeks. She came out of the airport in tears and totally stressed with an Immigration lady in tow, who seemed to have a problem recognizing that our friend would be staying on our sailing yacht for the entire trip!

We love Antigua but several conversations with others have shown we are becoming a little bit nervous and tired of the way visitors are treated by some Immigration officers and it should be brought to the attention of the Tourist Board. The French islands are a delight to check in to; very courteous, polite and paper-efficient. Oh yes, and they don't have a radio or television on! How unprofessional is that?

The only other place I came out feeling I had been slapped across the face with a wet fish was in Portsmouth, Dominica, where the Immigration Officer made a huge thing of the fact that he thought (bless him) I had aged — badly — since my passport was issued eight years ago. My partner tried to sweeten things by saying to me that I was even more beautiful, but the damage was done and I'm now convinced I need a face lift!

—*Continued on next page*

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For further information please contact Sharlene

—Continued from previous page

Please leave my name out of it as that woman terrifies me.

Name Withheld by Request

Dear* Compass *Readers,

We asked John Duffy, President of the Antigua & Barbuda Marine Association, for his response, which follows.

CC

Dear *Compass,*

I am sorry to hear of another similar incident at Jolly Harbour.

Once again, please extend my apologies on behalf of the Antigua & Barbuda Marine Association to your correspondents. I have forwarded their complaint to the appropriate authorities. On 16th May the Government is holding a yachting symposium which will include the Prime Minister and the Minister of Tourism. The Immigration Service is high on the agenda.

There are two things I would like to address arising out of these incidents, firstly, both correspondents have withheld their names on the grounds of feared future discrimination. One is to presume from this that they intend to return to Antigua at some time in the future and have not been entirely deterred from this otherwise beautiful country.

Secondly, I would request that you do not publish this second letter. Tens of thousands of people visit Antigua each year without incident but one never hears of their good experiences. By publishing a few bad experiences the damage done to the tourist industry of Antigua is totally disproportionate to the incidents.

As I said in my previous letter, there is no excuse for this type of behaviour and the Government needs to know of them so that corrective action can be taken, however, I am not convinced that a public forum such as *Compass* is a good medium in which to air these views unless they are countered by a representative selection of good experiences. It gives an unbalanced view of what is undoubtedly a problem but only a problem experienced by a very small minority.

If your correspondents care to contact me direct I will happily place them in touch with Government officials who, I am sure, will wish to extend their own apologies.

Yours sincerely,
John J. Duffy, President
Antigua & Barbuda Marine Association

Dear John,

Thank you for your prompt response and for bringing our correspondents' concerns to the attention of the appropriate authorities.

It does indeed sound as though both letter writers enjoy Antigua and intend to revisit, but would prefer to not have their names known to the Immigration officer in question, in case she might be on hand to give them an even "warmer" welcome the next time. However, the writer of the letter above has subsequently provided the times and dates of the incidents so that the Immigration officer in question can be identified and, one hopes, given assistance with building her customer service skills.

We understand your concerns about these two letters vis-à-vis the greater number of visitors to Antigua who have not had this sort of bad experience. But people who receive a courteous and professional reception when clearing into a country tend not to write to us about it — it is expected. And when readers write to us about a negative experience with a representative of a national government, by publishing such letters it is definitely not our intention to damage the tourist industry of the country in question. On the contrary, in the long run our goal is to improve the situation across the board. Word of any negative incident is inevitably and immediately circulated on the yachts' "grapevine" via radio, internet and word of mouth, often with a certain amount of "Chinese whispers" exaggerating the original version. Compass is often in the position of being able to publish a first-hand report and then, by bringing the report to the attention of a relevant authority, adding balance with reliable news about any steps being taken to address the situation — such as those currently being taken in Antigua. (See "Antigua Holds Yachting Symposium" in this issue's Info & Updates, page 5.)

Also, the ongoing inclusion of positive reports in our pages (see other items in this month's Info & Updates and Regatta News, for example) provide our readers with a clear indication that there are great numbers of "happy campers" regularly visiting Antigua, as elsewhere.

Best regards,
Sally

Dear *Compass,*

As a cruiser continually trying to manage my onboard electrical supply, I looked forward to reading "Managing Your Onboard Power" by Glyn Johnson in your May issue. This otherwise useful article is full of confusion about the terms "energy" and "power". Confusing energy and power is like confusing distance and speed. Just as distance is speed multiplied by time, energy is power multiplied by time.

The article repeatedly uses the terms "amps per hour" and amps/hour. The useful units for onboard energy are amp-hours (assuming a 12V system), which is amps multiplied by hours. While you may think this little punctuation difference (a dash rather than a slash) is unimportant, it implies a very different arithmetic operation: multiplication rather than division. You wouldn't figure the distance that you would cover at five knots in two hours by dividing five by two, but rather by multiplying them to get ten nautical miles.

In fairness, the article does get the arithmetic right, it's just the terminology that is wrong — causing confusion.

Also in the article, the term "energy" is used when "power" is intended. For example, the paragraph containing, "Many people would consider an electrical head as taking too much power…" goes on to calculate the energy, not the power. An electrical head is a high-power device (16 amps in the article), but the point is that it is not a big energy consumer (one amp-hour a day in the article), because it is not used for much time. Continuing the parallel, you wouldn't say a boat has good speed and then quote the speed as distance in nautical miles (speed multiplied by time).

I could go on, but I think you get the point. The article is rife with this confusion. You could clear this up in the editorial process. This subject is confusing enough. There is no need to introduce more.

By the way, the article would more correctly have been titled "Managing your Onboard Energy".

Kim Ahlers
Kewaydin

Dear Kim,

Thanks very much for your corrections and clarifications. We would have cleared this up in the editorial process — if any of the three of us who proofread the article had recognized that there was a problem! Unfortunately, we all seem to be Luddites when it comes to the subject of electrical terminology, and we suspect many of our readers are a bit unclear on this, too. We very much appreciate knowledgeable readers such as yourself taking the time to write and set things straight when necessary.

CC

Dear *Compass* Readers,

Every morning on SSB 8104 we hear words and phrases such as "shall we go", "and up (or down) three", "roger roger", "pick a frequency", "this is", "switching"… I could go on and on. It's reaching the stage that it's becoming difficult to make a call because of the verbal clutter. Presumably people aren't ignoring correct radio procedures; perhaps they just don't know them. So here goes.

The single most important protocol to remember is that the station receiving the call controls the call. To put that into context — if somebody calls you, it's your responsibility to check for a clear frequency before responding.

As an example, let's assume the fictional yacht *Sunrise* is calling us (*Kelly's Eye*). The conversation should go:

"*Kelly's Eye, Kelly's Eye, Sunrise.*"

(*Kelly's Eye* checks for a clear frequency and then responds.)

"*Sunrise, Kelly's Eye*, eight one five five."

"*Sunrise* eight one five five."

That's it. Any additional words are a total waste of bandwidth — and it applies to the VHF nets, too.

Could I also make another plea about 8104? Surely everybody knows that the Safety and Security Net is on from 0815 to 0830 hours every day. So why do people call other boats during that time? Just because you can't hear Melodye doesn't mean she isn't on. Therefore, unless it's an emergency or you are involved in the Net, please don't make calls then.

Mike Cobbe
S/Y Kelly's Eye

Dear *Compass*,

I work in the aviation field and I often get copies of the *Compass*. I must say your newspaper is one of the best I have ever seen.

The color is just right for the type of paper it is printed on, the ink does not come out on the dear reader's hands (like others I have seen), the wording is in perfect English, the pictures are fine shots taken of local sites on land and sea which excite the reader's to wish to travel to the places they see.

Thank you for also featuring history, which to me is showing the hard work done by our people in the past — the proud history of our Caribbean.

I wish the entire staff much success. Since the name of the newspaper is "Compass" I am sure it will point to the future, a good future indeed.

Tony Ramesar
Trinidad & Tobago

Dear *Compass*,

We left Cartagena, Colombia, in late January and headed for the San Blas archipelago (340 islands) where we spent the next six weeks travelling from island to island. They are mostly beautiful islands covered in palm trees and with white beaches. The snorkelling is okay but not brilliant, and the fishing is iffy.

—Continued on next page

—Continued from previous page

One can however get lobsters and crabs in season and we enjoyed some of these. The crabs are huge. The lobsters are not, though, as all the big ones are exported to the US.

In mid-March we were out of supplies and so we left for the port city of Colon which is the Caribbean/Atlantic entrance to the Panama Canal. Here we sadly bid farewell to our buddy cruisers, Wayne and Bibi on *Discovery*, as they are headed back to Texas and we want to return to the San Blas. We did, however, meet up again with Karl and Mary Lou on *Starlight Dancer* which was lovely.

Friends of ours on the yacht *Promesa* were transitting the canal and needed line handlers so we went with them through the Panama Canal and what an experience that was. It is enormous, and the lake in the central part is huge. The scenery and vegetation are spectacular to say the least. That was an experience to remember.

At the same time we both developed medical/dental problems which we had to get sorted out and which are now a thing of the past. My knee, which collapsed and which we thought would have to be operated on immediately, has improved so we are waiting to see what develops with it. If it goes again I will have it operated on here in Panama.

We are now just sorting out a few odds and ends and then will head back to the San Blas before the Chocosana season starts. These are storms with winds of around 50 knots and are most unpleasant. The rainy season has already started and, boy, when it rains, it buckets down.

Colon is nothing to speak of other than the good supermarkets, but the facilities related to the Panama Canal are very good thanks to the legacy left by the US. We just hope the Panamanians maintain it and don't let it decay as the city of Colon has.

Roger and Frankie Marshall
Yacht Infinity

Open Letter in Support of Whale Protection

This is a statement issued by CARIBwhale and others involved in or supporting the whale-watch industry in the Caribbean. We the undersigned urge Caribbean and other delegates to the upcoming International Whaling Commission (IWC) meeting to vote against any resumption of commercial or "scientific" whaling. [*Editor's note: The 59th meeting of the IWC is taking place May 28 to 31, as this issue of* Compass *goes to press.*]

The statement was issued at the close of a five-day whale-watch tour guide/operator workshop which took place from May 14 to 18 in Dominica.

We the undersigned, employed by and/or associated with the whale-watching industry in the Caribbean, have experienced that voting in favor of commercial/scientific whaling negatively affects our livelihood and that of our extended families and communities.

We are, therefore, calling on our own governments and others attending the 59th meeting of the IWC to consider the legitimate aspirations of our region and to take seriously their responsibility for protecting the tourism industry and thus the economies of the region.

Signed,
Andrew Armour, CARIBwhale Inc/Anchorage Whale Watch Dive Center, Dominica
Petra Charles, Anchorage Whale Watch Dive Center, Dominica
Pernell Fagan, Anchorage Whale Watch Dive Center, Dominica
Derek Perryman, CARIBwhale Inc, Dominica
Daniel Perryman, Dive Dominica, Dominica
Augustus Bernard, Dive Dominica, Dominica
Gerard Sharplis, Rendezvous Tours, Dominica
Ishanna Emmanuel, Rendezvous Tours, Dominica
Jesse Armour, Whale Dive.org, Dominica
Fitzroy Armour, Whale Dive.org, Dominica
Ignatius Mitchell, Fisherman, Dominica
Joseph Thomas, Fisherman, Dominica
William Lawrence, AL Dive, Dominica
Dave D. Fabien, AL Dive, Dominica
Jerry Daway, Island Style Fishing Charters, Dominica
Lambert Charles, Lambee & Sons, Dominica
Simon Walsh, Dominica Watersports Association, Dominica
Nigel Riviere, Dominica Youth Environmental Organization, Dominica
Inelle Laville, International Fund for Animal Welfare, Dominica
Michael Johnson, International Fund for Animal Welfare, Dominica
Richard McCaulay , Friends of Nature, Belize
Janeen Bullard, Bahamas National Trust, Bahamas
Kim Beddall, CARIBwhale, Inc/Samana Bay Boat Owners Association, Dominican Republic
Tahera Benjamin, First Impressions, Inc, Grenada
Albert Christopher, First Impressions, Inc, Grenada
Noyle Bailey, Caribbean Youth Environmental Network, St. Vincent & the Grenadines
Yohan Little, Caribbean Youth Environmental Network, St. Vincent & the Grenadines
Earl Halbich, Fantasea Tours, St. Vincent & the Grenadines
Kim Halbich, CARIBwhale Inc/Fantasea Tours, St. Vincent & the Grenadines
Ronnell Small, Fantasea Tours, St. Vincent & the Grenadines
Hallam Daize, Sea Breeze Nature Tours, St. Vincent & the Grenadines
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Micky Lamontagne, Hackshaw's Boat Charters, St. Lucia
Pernel Johnny, Caribbean Youth Environmental Network, St. Lucia
Crisey Darcheville, Caribbean Youth Environmental Network, St. Lucia
Joth Singh, International Fund for Animal Welfare, United States of America
Kelvin Alie, International Fund for Animal Welfare, United States of America
Kate Nattrass, International Fund for Animal Welfare, United States of America
Olive Andrews, International Fund for Animal Welfare, Australia

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Letters may be edited for length, clarity and fair play.

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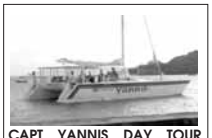
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Caraibe Yachts	Guadeloupe	49	Flamboyant Beachside Terrace	Grenada	23	Peake Yacht Brokerage	Trinidad	50	Virgin Gorda Yacht Harbour	Virgin Gorda	31
Carenantilles	Martinique	17	Flamboyant Owl Bar	Grenada	23	Perkins Engines	Tortola	10	Voiles Assistance	Martinique	21
Carene Shop	Martinique	53	Flying Fish Ventures	Grenada	29	Peters & May Yacht Shipping	UK	32	Wallace & Co	Bequia	23
Caribbean Propellers Ltd.	Trinidad	33	Food Fair	Grenada	48	Petit St. Vincent	PSV	38	Wallilabou Anchorage	St. Vincent	4
Caribbean Yachting B.J. Inc.	St. Lucia	53	Grenada Marine	Grenada	27	Ponton du Bakoua	Martinique	46	Xanadu Marine	Venezuela	53
Caribbean Star Airlines	Antigua	55	Grenadines Sails	Bequia	4	Porthole Restaurant	Bequia	23			

Home for the Hurricane Season

by Julia Bartlett

When we are sailing to different Caribbean countries, we check them out first on Safety and Security Net. But there is nothing like that for me when I go back to the UK for the summer — and there are things it would be good to be warned about in advance. Then they wouldn't be such a shock after living in the Caribbean for 11 months a year.

For example, about four years ago I found that once I stepped off the plane I was being monitored by cameras everywhere I went. Big Brother had seriously moved in. Being monitored at the airport I accepted; being monitored at the pub I did not. I'm not talking some dive here; I'm talking beams and a log fire. Is someone back there counting the pints I drink? There was a camera in the car park, too. Are they going to call the cops if they see me get behind the wheel after a half too many?

Then there are the speed cameras. That is not cricket. The deal was that if you got caught speeding it was a fair cop; you should have been on the ball and seen them coming. But now there's nothing fair about it. We've always heard that the police have to constantly work on their technology to keep up with the criminals. With the lowly motorist it's the other way round. There were speed traps. We got around that by flashing our lights to warn each other and developed the radar warning gadget that you stuck on the dash. Now they put cameras on motorway bridges! Come on chaps, outside a school I can live with, but motorway bridges? England didn't used to be a police state when I lived there. What happened? Do I have to come back and sort it out? Do you really want that?

Two years ago when I arrived back I was surrounded by one-armed bandits and lottery machines. In the airport! I usually fly from the Caribbean to the UK via other countries (travel tip: for some reason it's less expensive to get to the UK if you go via several other countries and rack up an extra couple of thousand, ozone-killing air miles), so I see other airports. Other airports don't have gaming machines. In the supermarket in the UK you can't move your trolley for them. Outside the newsagents, in the pub — you name it, and there they are, machines of one sort or another for gambling. And it's advertised, everywhere you look. Don't they know that gambling is an addiction that ruins lives? This not Las Vegas, Hong Kong or Singapore; it is MY England. Correction: it was my England. No wonder I choose to spend my life in the Caribbean.

I had to go back this year in January, not my season of choice. I needed warm clothes with a vengeance so I hit the charity shops. I couldn't afford to shop in them and I am not kidding. Thank goodness the January sales were on and there I could afford to shop for fashionable clothes that hadn't hung in somebody else's wardrobe for years before they died.

Now, as I understand the thrift/charity shop thing, people give them the clothes, they get a deal on the rent, people work there for free and they don't pay taxes. What am I missing here? Wouldn't it be less boring volunteering in them if they had customers? Wouldn't the charity benefit if they made some revenue?

So here's my "Home for the Hurricane Season" advice:

• At all times keep at least one driver's licence valid that isn't from your country of origin. Personally, I let them send the UK speeding fine notices to Florida.

• There's a lot to be said for the burka. They can't recognise your face on the video cameras and nobody knows what you are wearing under it, which means that you never have to change out of those cosy jimjams with the feet and Pooh Bear on the front.

• I can't help with the gambling thing. Personally I always buy one lottery ticket and I'm so disgusted that I don't win that my pride is hurt and I don't buy any more just to show them.

• Check out when the sales are on before booking your ticket if you are going to need extra layers to prevent hypothermia.

I would love to hear how other Caribbean cruisers cope, especially with those automated check-in machines at the airport that are a cross between an ATM, a one-armed bandit and a computer game. (See, you didn't even know about them, did you?) Am I going to be frisked by a machine too? They are taking all the fun out of flying.

Right now I'm going to ride my bike back home through the town of Bocas del Toro, in the pitch black, without any lights and after several beers too many. The police won't care because they don't have lights on their bikes either and those in the cars are too busy talking to their girlfriends on their cell phones to notice, but that's only if the girlfriend isn't in the back seat.

Accidents? We don't have them. We can't go fast enough because of the potholes. I love the Caribbean.

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Read in Next Month's *Compass*:

An Irie Welcome in Jamaica
Cruising Common Sense
Caribbean Cuisine with Coconuts
...and more!



CALENDAR

JUNE

1 FULL MOON
2 - 3 Open Laser Championships, St. Maarten Yacht Club (SMYC) tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
6 - 12 Provo Mariners' Week, Turks & Caicos. www.maritimeheritage.tc
7 Corpus Christi. Public holiday in many places
8 - 17 Morgan's Run 2007 rally from Cartagena, Colombia to Old Providence and San Andres. Lee@DestinationCartagena.com
9 - 10 IC24 Worlds, BVI. Royal BVI Yacht Club (RBVIYC), tel (284) 494-3286, fax (284) 494-6117, www.rbviyc.net
12 Queen's Official Birthday. Public holiday in some Commonwealth countries
15 - 18 Les Saintes Regatta, Guadeloupe
15 - 7 July 2nd La Route des Tepuys rally from Martinique to Puerto la Cruz. www.transcaraibes.com
16 - 17 North Sails One-Design Keelboat Champs, www.tropicalsailloft.com
16 - 23 Bonaire Dive Festival. www.diveintoadventurebonaire.com
18 Father's Day public holiday in Puerto Rico
19 Labour Day. Public holiday in Trinidad & Tobago. Dragonboat Regatta at Kayak Centre, Chaguaramas; maggi1902@wow.net
21 Summer Solstice
21 - 24 15th annual Scotiabank Caribbean International Optimist Regatta, St. Thomas, USVI. STYC, www.styc.net
21 - 24 10th Annual St. Kitts Music Festival. www.stkittsmusicfestival.net
21 - 1 July HIHO Caribbean Passage rally, BVI. www.go-hiho.com
23 - 24 Financial Services Challenge Race, BVI. RBVIYC
23 - 24 Summer Sailstice, worldwide. www.summersailstice.com
24 Battle of Carabobo Day. Public holiday in Venezuela
24 - 25 Bequia Carnival. www.bequiatourism.com
27 - 3 July 21st Annual Aruba Hi-Winds Amateur World Windsurfing Challenge
28 - 8 July HIHO Windsurf Regatta, BVI.www.go-hiho.com
29 Fisherman's Birthday. Boat and dinghy races in many fishing communities.
29 - 30 16th Firecracker 500 Race & Chili Cook-Off, Tortola. West End Yacht Club (WEYC), Tortola, tel (284) 495 1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
29 - 10 July Vincy Mas (St. Vincent Carnival). www.svgtourism.com
30 FULL MOON ("blue moon": the second full moon this month)
30 Green Island Weekend. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
TBA 11th Angola Construction Sailing Competition, Bonaire

JULY

1 Territory Day. Public holiday in BVI
2 Curaçao Flag Day. Public holiday in Curaçao
3 Emancipation Day. Public holiday in USVI
3 CARICOM Day. Public holiday in CARICOM countries
4 US Independence Day. Public holiday in Puerto Rico and USVI. Carnival in St. John, USVI
5 Independence Day. Public Holiday in Venezuela
5 - 18 Tortola BVI Carnival
6 - 8 Charlotteville Fishermen's Festival, Tobago. (868) 660-5521
6 - 15 Dominica Dive Fest. Marie@adams-pr.com
8 12th Annual Bequia Fishermen's Day. www.bequiatourism.com
8 - 11 Chief Minister's Cup Youth Regatta, Tortola. RBVIYC
9 - 10 Vincy Mas. Public holiday in St. Vincent & the Grenadines
12 - 14 St. Barths Open Fishing Tournament. www.st-barths.com
13 - 1 Aug Tobago Heritage Festival. (868) 639-4441
14 Bastille Day. Public holiday in French West Indies. Yole races in Martinique
14 Underwater Cleanup, Bonaire. www.dive-friends-bonaire.com
16 - 18 St. Lucia Carnival. Public holiday in St. Lucia
17 Luis Muñoz Rivera's Birthday. Public holiday in Puerto Rico
18 - 20 Saba Carnival. Public holiday in Saba
18 - 5 Aug Cropover Festival (Carnival) in Barbados
21 Schoelcher Day. Public holiday in Martinique
20 - 25 USVI Lifestyle Festival, St. Thomas. www.usvimf.com
20 - 5 Aug Antigua Carnival
23 Statia Carnival. Public holiday in Statia
23 - 6 Aug Nevis Carnival
23 - 11 Aug BVI Emancipation Festival
24 Bolivar's Birthday. Public holiday in Venezuela
25 Constitution Day. Public holiday in Puerto Rico
25 - 27 Rebellion Days. Public holiday in Cuba
26 - 39 Fête des quartier du Nord-Flamands Boat Races, St. Barts
27 - 7 Aug Culturama, Nevis
29- 6 Aug 42nd Carriacou Regatta Festival. www.carriacouregatta.com
30 FULL MOON
31 - 5 Aug 23rd Tour des Yoles Rondes, Martinique. Departs Trois-Ilets and sails around island in seven legs. Société des Yoles Rondes (Martinique), tel (596 596) 61 48 50, Fax : 05 96 72, yolesrondes@wanadoo.fr, www.yoles-rondes.org
TBA Antigua - Barbuda Race. JHYC
TBA Annual Aruba Reef Care Project
TBA Grenada Summer Regatta

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

Give Back to Trinidad — Help a Sea Scout

by Beth Blackford

Here's what you can do to "give something back" (for whatever!) while you wait out the hurricane season in Chaguaramas, Trinidad. Volunteer to coach a local Sea Scout — boys and girls aged 12 to 17 — in knot-tying, boat maintenance and repair, galley duty, communications, weather, and other nautical skills that you perform on a daily basis.

Sea Scouts need regular practice to master the skills necessary to qualify for Ordinary, Able, and Leading Sea Scout badge requirements. These same skills, coupled with the integrity found in the Scout Promise (you know, the one that goes "I promise that I will do my best, to do my duty" etcetera) go a long way toward preparing these young people to become successful, productive adults and the leaders of tomorrow.

Here are some examples of other things you can do to help them learn the ropes: Going for a daysail? Why not take a couple of Scouts along to help out and learn from the best (you)! While you're out there, practice your man-overboard recovery procedures during a swim call. You might as well test and service your self-inflating PFDs while you're at it. And what about that little fiberglass repair job on the transom you've been putting off? Give a few scouts the opportunity to see first-hand how it's done. Call one of the contacts listed at the end of this article to line up your "cheering section' before you head out to buy your supplies.

The kids I'm talking about are members of the 6th Trinidad & Tobago Sea Scouts (6TSS). The troop is based out of St. Mary's College, and is one of the oldest Scout groups in Trinidad. It's clear that the dedication, guidance, and mentoring provided by Troop Leader Andrew (Buck) Buckmire is producing tomorrow's vibrant, young leaders.

Along with many involved parents, Buck is also producing a dragonboat team to be reckoned with! Troop Matron Sally Maharaj is a driving force behind the Angels and Saints — one of the strongest competitors at the March 18th First Annual Charity Dragonboat Festival in Chaguaramas, Trinidad. The mixed team of boys and girls had the best overall cumulative time of 25 teams entered, although scoring quirks finished them in seventh place. The team is looking forward to improving its showing at the next race, the Labour Day Dragonboat Regatta, scheduled for Tuesday, 19th June, at the Kayak Centre in Chaguaramas, and welcomes the support of interested cruisers. What a perfect opportunity to meet some of the Scouts in person.

Cruisers are also welcome to attend scout meetings and training sessions at the Scout Room, St. Mary's College, on Wednesdays; participate in swimming lessons at the St. Mary's College pool on Serpentine Road on Thursdays and Saturdays; and kayaking and biking at the Kayak Centre in Chaguaramas on alternate Fridays.

To learn more and to sign up, contact volunteer coordinator Niels Lund at (868) 634-1110, Rigging.Trinidad@BudgetMarine.com; volunteer Beth Blackford at (868) 641-8125, SailSlowDancing@yahoo.com; Troop Leader Andrew Buckmire at (868) 681-8144, humebuck@yahoo.com; or Troop Admin Matron Sally Maharaj, (868) 620-6180, sallym@tstt.net.tt.

RICHARD BLACKFORD



Sea Scout team Angels & Saints participated in First Annual Charity Dragonboat Festival in Trinidad



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