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COMPASS
MARCH 2007 NO. 138
The Caribbean's Monthly Look at Sea & Shore



Kate Debuts at St. Martin Classic

CHRIS DOYLE

— see story on page 14

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Info & Updates

St. Croix's Canine Crew
And in more silliness, the Krewe de Barkus Dog Parade held on the Christiansted Boardwalk on January 27 marked the beginning of Mardi Croix, St. Croix's unique


ELLEN SANPERE

annual carnival. Sail in next year and let your boat dog join the fun!
For more information visit www.stcroixhappenings.com.

Whimsical Redondan Tradition Continues
On January 6th there was a unique celebration at the Mad Mongoose Bar & Restaurant in Falmouth, Antigua — the King of Redonda's 2007 New Year's Honours List.
The king of where?
A hundred and twenty-six years ago, after eight baby girls in a row, Matthew Dowdy Shiell, a successful trader from Montserrat, was overjoyed to have a son. An idea crossed his mind a few days later when he sailed past the tiny uninhabited island of Redonda on a trading voyage. It was to try to have his new son crowned the first King of Redonda. There was only one hitch — the island belonged to Great Britain. Undaunted, Shiell began to bombard officials in London to grant him his wish. For months his bombardment met with silence. Then a letter arrived from the Foreign Office saying that if the boy "behaved himself" he could become the King of Redonda at age 15. The Kingdom is still recognised by the British Government and the Colonial Office.
When the lad reached 15, a small group set sail to Redonda, where the Bishop of Antigua, Dr. Hugh Semper, performed a ceremony on a stony beach and the Kingdom began. The newly crowned king went to study in England and eventually became a writer with over 30 novels to his credit.
There have been four Kings of (still uninhabited) Redonda since 1880, with the first "ruling" for 47 years. The present king, Bob "Robert the Bald" Williamson, was crowned in 1998 and lives in Falmouth near his square-rigged topsail schooner *St. Peter* which has appeared in all three Pirates of the Caribbean movies.

—Continued on next page

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The Caribbean's Monthly Look at Sea & Shore
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Caribbean Compass welcomes submissions of short articles, news items, photos and drawings.
See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

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—Continued from previous page

The only criterion to become King of Redonda is that each must be a writer. Bob has had eight books published and over 2,000 stories and articles.

In January, several law-abiding "citizens" — and even some sailors — received titles honouring their alleged contributions to the whimsical Kingdom at the new headquarters of the Royal Redonda Yacht Club. The Major Domo of the Royal Flagship *St. Peter*, Errol Foster "Roachy" Joseph, made his way through the throng thumping the schooner's stern flagstaff on the floor and shouting "Pray silence for de King". He enjoyed it so much he was difficult to stop. One of the first to be invested was Simon Pettet, who was made a Brigadier in the new regiment of Royal Redonda Marines. Claire Grace, the driving force behind a new marina down island, was made a Dame of the Kingdom. Connie Kirkpatrick, the proprietress of the Mad Mongoose, received her Ladyship, leaving His Majesty with hopes of having more free slices of her chocolate cake.

Time to Head for the Hills?

According to recent reports from the Tierramérica news service (produced with the backing of the United Nations Development Programme and the United Nations Environment Programme), many beaches and other low-lying coastal areas in the Caribbean and throughout the world could disappear under the sea within this century. The continued rise in the Earth's average temperatures, says the Fourth Assessment report of the Intergovernmental Panel on Climate Change (IPCC), presented February 2nd in Paris, could reach a 4°C increase by 2100. Global warming, produced by emissions of gases that cause the greenhouse effect in the Earth's atmosphere, is making sea levels rise as polar ice melts, as well as intensifying storms and hurricanes, with stronger winds and heavier rains, taking a heavy toll on humans and the natural environment. Furthermore, the increases in temperature and acidity of sea water, also caused by greenhouse gases, are destroying coral reefs, and with them, the basis of the region's marine biodiversity.

According to the IPCC assessment, in this century the sea level could rise up to 43 centimetres (almost one-and-a-half feet) as a result of climate change.

Beaches are natural buffers, and their disappearance makes land more vulnerable to storm surges, amplifying the effect of more intense hurricanes. "The temperature of the oceans is the most important factor in the formation of a hurricane. If it increases, the hurricane season will be stronger and last longer," Roy Watlington, oceanographer at the University of Virgin Islands, told Tierramérica.

Eight Bells

LESLIE 'CHECKERS' JOSEPH

Anita Sutton reports: Leslie Joseph, better known as Checkers, passed away in his sleep in the early hours of Sunday, 11th February. The popular Grenadian mechanic was a fit and healthy 36-year-old, so this was a terrible shock for his family and all those who knew him. He leaves a partner, Esther, and a young daughter.

Checkers was an experienced marine mechanic who worked for some years at Grenada Marine, and had recently set up his own mechanical and engineering business with a workshop next to his home in Springs, St. George's. He was busy with both automotive and marine work, and he had taken on jobs for the Grenada Port Authority as well as yachts and local marine businesses.

Checkers was always calm and pleasant to work with and will be sadly missed.

—Continued on next page



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—*Continued from previous page*

JOHN KNIGHT

Former USVI resident John Knight died January 26 after battling kidney disease and lung cancer in recent years. He was 77. According to a February 21 obituary in the *Herald Tribune*, English-born John and his South African wife Barbara crossed the Atlantic Ocean from Johannesburg in 1963 in a 46-foot steel-hulled sailboat, *Arvin Court*, which he designed and



built. Barbara said, "We had no equipment. We had no refrigeration. We were young and enthusiastic and a little naive, but we were never reckless."

They reached the Virgin Islands in July 1963, then waited until the end of hurricane season to set sail for England early the next year on their second transatlantic journey.

The couple sold their boat in England and returned to the Caribbean in 1965 when Knight was offered a job with a charter boat service. He enjoyed yacht racing and built a second boat, a 23-foot live-aboard cruiser, while living in the Virgin Islands until 1986. The Knights also ran Knight Air Service, an airline handling company, in the islands.

During his retirement, the couple moved to the US, where John created a men's golf league in Maryland and owned and operated a print shop after moving to Florida in 1994.

'Frequent Clearer' Option for US Boaters

US Customs and Border Protection has implemented a Local Boater Option (LBO) for frequent small boat operators and passengers in the USVI and Puerto Rico. The Miami and Tampa areas in Florida are also included. This will allow US Customs and Border Protection to expedite the arrival-reporting process for "low-risk" boaters. Enrollment in the LBO program is voluntary, free of charge and will facilitate clearance procedures by allowing boaters to clear in by telephone, rather than reporting in person at a Port of Entry. All US citizens and permanent residents over 14 years of age are eligible to participate. In order to participate you must contact US Customs and Border Protection at a designated registration location and make an appointment to present all required documentation. *For more information phone St. Thomas (340) 774-6755; St. John (340) 776-6741; St. Croix (340) 773-1011; Fajardo (787) 863-0950.*

Grenadines Coastal Conservation Projects Funded

The Sustainable Grenadines Project has awarded funding to five community-based organisations in the Grenadines for coastal and marine conservation "mini-projects", which will give the groups experience of implementing projects with the hope that they can attract larger funding in the future.

The projects for 2007 are The Bequia Coastal Areas Enhancement Project to be implemented by the Paget Farm Government School 4-H Club; The Protection and Beautification of Saline Beach by the Mayreau Regatta & Sporting Committee; The Coastal Preservation and Enhancement Project by the Petite Martinique Catholic Youth Movement and the Petite Martinique Women's Organisation; The Coastal Plastics Reduction Project by the Union Island Environmental Attackers; and The Fort Murray Enhancement Project by the Union Island Museum and Ecological Society.



The Union Island Environmental Attackers are among those granted funding for coastal conservation mini-projects

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Great news — on-line subscriptions to *Caribbean Compass* are now available! On-line subscribers will be able to read each entire monthly issue, every page, with all articles, photos, and advertisements including the classifieds, at home, at work (hey, it's research!) or while traveling. Every page is downloadable and printable, too, for those articles you want to file or share with friends and family. And best of all, no waiting for the postman to arrive!

For full details visit us at www.caribbeancompass.com.

Carriacou Children's Education Fund Announces Scholarships

Melodye Pompa reports: The Carriacou Children's Education Fund (CCEF) is an informal, voluntary group including individuals from visiting yachts and local businesspeople. Since 2000, CCEF has conducted fundraising activities during the first week of August at the Carriacou Yacht Club in Hermitage, Carriacou. coinciding with the Carriacou Regatta Festival.

—*Continued on next page*

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—Continued from previous page
During this time, over EC$40,000 has been raised to provide uniforms, school supplies and other educational assistance to the children of Carriacou. Our mission is to help as many children as possible and to fill the gap between what is required for a child to receive a proper education and what the families can provide.
Since its inception, CCEF has provided assistance towards this goal in over 400 cases. Our success is due primarily to the hard work and generosity of the visiting yachts and the local population who support us, and is our way of saying "thank you" to the people of Carriacou for the warm welcome we always receive.
Proceeds from our 2006 fundraising allow CCEF to offer scholarships to two needy/qualified students for matriculation (two years) at the TA Marryshow Community College in Carriacou, Grenada. TA Marryshow Community College (TAMCC) is a fully accredited two-year college offering full and part-time programs leading to Bachelors and Associate Degrees, and Certificates. TAMCC aims to provide accessible quality education and training opportunities to help individuals achieve their personal and professional goals and to cater to the changing needs of the labor market.
For the school year beginning September 2007, CCEF will provide full tuition for two years at TAMCC for each of the two scholarship recipients, along with EC$500 each to be used to help cover the cost of required textbooks. These scholarships at TAMCC are a natural extension of the assistance that CCEF has provided the primary and secondary school children of Carriacou in the past and we hope that they are just the first of many more scholarships in the future.
For more information contact CCEF at boatmillie@aol.com.

Educational Opportunities for Cruising Kids
The Woburn Pre-Primary School on the south coast of Grenada is open to young cruising children, as well as Grenadians and residents. The school is easily accessible from the anchorages at Hog Island, Woburn and other nearby bays. For more information visit Headteacher Judy Belmar at the school.
Cruising families should also check out www.floating-classroom.com. It's full of learning adventures hosted by Kim Saunders and David Hartman who are currently cruising the Caribbean aboard their 37-foot S&S classic *Amanzi*.

Cruisers' Site-ings
• Are you heading to Colombia by boat, or there already? Be sure to check out ***www.destinationcartagena.com/coast+guard-cruiser+alliance.html*** for a wealth of useful information and suggestions.
• Planning to sail to the Spice Isle? Lisa Kaiser of the yacht *Hallelujah* reminds readers that you can find Grenada yacht clearance forms on-line at ***www.grenadagrenadines.com***.
• Interested in a novel by a young Caribbean author? Have a look at ***www.lulu.com/delecia***.
• Anthony Todd writes: I have started an On-line Yachting Community called ***Yachtbuddy.com***. This is an ideal venue for those cruisers who travel with laptop and digital camera and wish to keep an on-line travel log for friends to view. The site also has a sophisticated Auction and Classified section where all nautical items can be sold.

Caribbean Marine Association to Meet
The First Annual General Meeting of the Caribbean Marine Association (CMA) will be held at Antigua Yacht Club, English Harbour, Antigua, on Tuesday 8th May at 10:00AM. The CMA is a regional association geared towards the development of the yachting industry within the Caribbean Basin.
For more information contact CMA Manager Sharon McIntosh at info@caribbeanmarineassociation.com or (868) 634-4938, or visit www.caribbeanmarineassociation.com.

Ooops!
Okay, we'll blame it on the Printer's Devils. At least they have a sense of humor. In the February issue of *Compass*, the standing headline above Don Street's regatta report on page 10 should have read "THE SUPERYACHT CUP ANTIGUA 2006". But it seems the devils thought "PROSPERO'S PANTRY BY FENELLA" — a standing headline for one of our recipe columns — went better with the article's title of "Super Size Me!"

Charitable Writers
Who says cruisers are cheap? The following *Compass* writers have donated the proceeds from recent articles to worthy local causes: Frank Pearce to the Amazing Grace Foundation in Antigua; Ciarla Decker of Sea Services in Martinique to the Bequia Youth Litter Project; Heather Bacon to the Woburn Pre-Primary School in Grenada; Kenwyn Boshoff and Derek Berry to Bequia's Sunshine School for Children with Special Needs; Steve Jost to St. Benedict's Infant Hospital in St. Vincent; John Rowland to the Bequia Community High School Library; and Al and Lois Leon to the Mayreau Government School in Mayreau.
Your generosity is appreciated!

***Compass* Annual Writers' Brunch, April 5th 2007**
Marjorie Mowry reports: As another memorable cruising year wrapped up in December, an indelible 2006 highlight came to mind: The *Caribbean Compass's* annual Writers' Brunch, graciously hosted by said publication aboard the magnificent *Friendship Rose* during last year's Bequia Easter Regatta. I felt extravagantly overcompensated for my poor screed as I joined other contributing writers, photographers and supporters aboard the historic, 100-foot island schooner. As the expert *Friendship Rose* crew weighed anchor, our champagne welcome evolved into a delicious moveable feast under billowing canvas and blue skies. Topping it off was the spirited conviviality, as we matched familiar bylines and masthead monikers to friendly faces. Thanks again, *Caribbean Compass*, for a marvelous experience and another year of your top-notch publication.
And to all those wannabe contributors: I urge you to start punching typewriter keys and shutter buttons. Your viewpoint is appreciated — and the perks are fabulous!
The Compass Crew says: Calling all contributors! If you've had an article, photo or poem published in the Compass *during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch on Thursday April 5th at the ever-popular Mac's Pizzeria in Bequia. The Compass Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole week-end of fun. Tito reminded us to make sure to mention that the party is absolutely free — it's our way of saying a special thank-you to everyone who makes the* Compass *what it is. Hope to see all you contributors there!*
Please RSVP by March 28th to sally@caribbeancompass.com or phone Sally at (784) 457-3409.



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Happily Insured Sailors

Dear *Compass*,

We are currently in Panama. We left San Francisco in 1996 for the start of our circumnavigation. In 1998 we purchased a Four Winds II wind generator directly from the manufacturer, Everfair. We brought the unit down to Mexico from the west coast US and installed it there. Because Mexico has very light air we never could really test the unit until we headed out across the Pacific, eight months later. When we got to New Zealand we discovered we had a multitude of problems. After running around in circles like hamsters on a treadmill with the old management at Everfair and getting the run around from them, too, we got lots of "It's not our fault; you must have broken it or done something wrong; try to fix it yourself". Most of the problems were manufacturing related.

Recently, a friend of ours and fellow SSCA member, circumnavigator Bruce Dage, told us that Everfair has a new name, Four Winds Enterprises, and new management and appeared to be some nice folks (Paul Marcuzzo) who were genuinely interested in helping some unhappy customers from years past. We e-mailed Paul and told him our story. He e-mailed back the next day and with no reservations, went above and beyond the call of duty for us, since we had an unusual amount of manufacturing-related problems. He didn't have to do anything, since this was before his time, but he did and showed us that there are still some good, honorable business folks around who genuinely care about their customers and their products. Even after the smoke clears. Even if it wasn't their smoke. This guy went the extra mile for us, so we'd like to go the extra mile for him.

We recommend Paul and his company with no reservations at all. He's a good businessman who is interested in manufacturing good products and standing behind them, unlike a lot of marine-related businesses we've encountered over the years. Paul also advised me that they have made some changes that have made their units much better and more reliable. Now, they offer a three-year guarantee as opposed to one year in the past. I call that putting your money where your mouth is.

There are a number of marine-related products and service businesses that we've dealt with over the years that could take a lesson from this guy. Investment dollars in this type of approach and service comes back multiplied many times over down the road. We know you've all heard of the coconut telegraph. All of us cruisers talk to each other at some point and the topic usually comes up of what works and what doesn't. Who gives good service and who doesn't. Not to mention all of the new to-be cruisers that read the letters we current cruisers send to cruising magazines on these topics.

Fair winds and following seas to all,
Buddy and Ruth Ellison
S/V Annapurna

Dear *Compass* Readers,

As cruisers, we share many similar experiences and concerns. I believe that most of us would say that, despite the lovely surroundings, our fondest memories are formed around the people we meet. Cruising is an opportunity to meet a far broader cross-section of people than life on land provided. In the short time (20 months) that we have been cruising, we have met many wonderful and interesting people. Recently, on St. Lucia, we met the family that operates the Harmony Beach Restaurant & Bar. They are some of the finest people we have met anywhere. The food and service was some of the best we have experienced anywhere in the Caribbean. We would highly recommend them to anyone stopping near their Soufriere location. They will transport you from and to your boat, and also provide land-based taxi and tours.

As we are all aware, St. Lucia has been in the spotlight because of recent crimes and the sometimes peskiness of certain boat boys. We believe that the government is making a serious effort to improve the environment for the cruising community. We realize that no place is one-hundred-percent safe. Major North American cities have struggled to reduce crime for two hundred years, and continue to do so. That does not prevent us from visiting places like New York City. St Lucia is a beautiful and interesting island, as are its people. We are happy that we stopped for a visit. Our cruising experience, and our memories, are better because of them. We hope you all take the time to share our positive experience.

Tony and Kris
S/V Ticketoo

Dear Compass Readers,

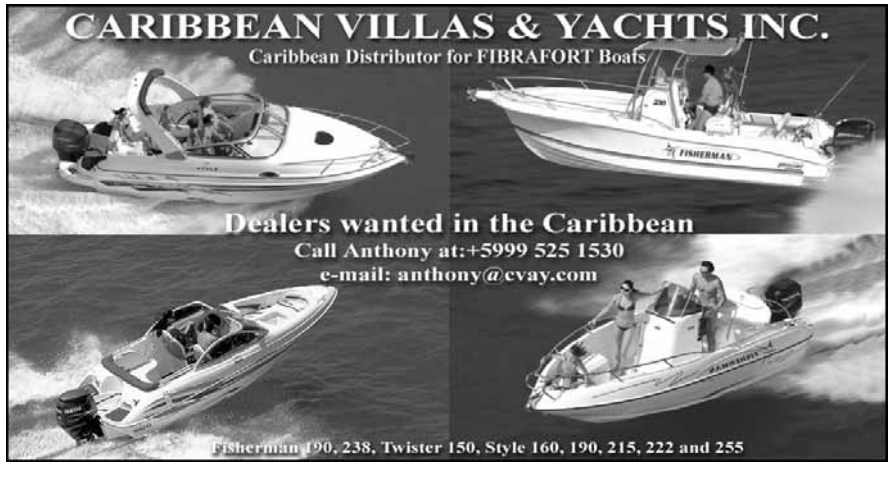
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Sanctuaries to Protect Humpbacks at Both Ends of Migration

by Nathalie Ward

A humpback whale, named "Salt," makes a 3,000-mile round-trip journey each year — swimming from the colder waters of the North Atlantic to the warm waters of the Caribbean Sea. To protect Salt and her species on both ends of their migration, the United States and the Dominican Republic and have joined hands to form a special relationship — a Sister Sanctuary.

Salt was first seen in New England waters in the mid-1970s. She is a great-grandmother! Over the past 30 years, she has escorted ten of her calves from the mating and calving grounds in the Dominican Republic back to New England's feeding grounds.

DR and US Partner in Historic Conservation Effort

The Dominican Republic's Ministry of Environment and Natural Resources and the United States' National Oceanic and Atmospheric Administration (NOAA) have established the world's *first* sister sanctuary linkage protecting an endangered migratory marine mammal species on both ends of its range.

The Santuario de Mamíferos Marinos de la República Dominicana (Marine Mammal Sanctuary of the Dominican Republic) and Stellwagen Bank National Marine Sanctuary off the coast of Massachusetts, two marine protected areas 3,000 miles apart, provide critical support for the same humpback whale population of around 900 whales, which spend spring and summer in the rich feeding grounds of Stellwagen Bank before heading south to the warmer waters of the Dominican Republic in late fall to mate and give birth to their young.

The sister sanctuary agreement was designed to enhance coordination in management efforts between the two sanctuaries and help improve humpback whale recovery in the North Atlantic.

"Long-term research tells us that the same individuals that summer off New England spend their winters off the Dominican Republic," said Stellwagen Bank Sanctuary superintendent Dr. Craig MacDonald. "Coordinating management and research across these habitats moves us several steps closer to ensuring the health of this endangered species."

The official memorandum of understanding to create the sister sanctuary relationship was signed by Daniel J. Basta, NOAA Sanctuary Program Director and Dr. Maximiliano Puig, Minister for the Environment and Natural Resources for the Dominican Republic. The sister sanctuary agreement goes into effect immediately and establishes the cooperation guidelines for the next five years.

"This conservation action is important as a model for the Wider Caribbean Region," said Puig. "Our sanctuary was the first marine mammal sanctuary established in the region, and it continues to lead by example. Our broadest mandate is to engender a new discussion in our society about the importance of marine mammals, the oceans in which they live and our responsibility as ocean stewards."

As sister sanctuaries, the two sites will explore new avenues for collaborative management efforts, including joint research, monitoring, education and capacity building programs. The NOAA National Marine Sanctuary Program anticipates that the relationship will be crucial to future protection of the North Atlantic humpback whale population, as well as to the development of further cooperative agreements.

"The sister sanctuary relationship will play a powerful role in protecting endangered humpback whales, and the opportunity for international cooperation in marine conservation is invaluable," said Basta. "This agreement has the potential to improve our scientific knowledge, enhance our management ability and increase the program's visibility — benefits that extend far beyond the sanctuaries involved."

Regional Significance

During the past two decades, awareness of marine mammals and their habitats in the Wider Caribbean Region has increased. Because marine mammals are transboundary animals, successful conservation of marine mammals in the region will ultimately depend upon the commitment of countries there to build and maintain, with international assistance, internal capacities for setting conservation priorities and achieving high standards of population and habitat protection.

Our ability to protect humpback whales will be determined by understanding the mosaic of interactions, including the pervasive historical, geographic, biological, chemical and human factors, which influence their abundance and distribution. The human activities that affect these animals are unlikely to stop but we can *think* about what we do, and make choices about an integrated regional-scale approach to research, outreach and policy strategy within an environmentally relevant and socially responsible framework.

One of the goals of the Protocol concerning Specially Protected Areas to the United Nations Environment Programme (UNEP) Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region is to develop specific regional and national management plans for endangered, threatened or vulnerable species in support of national biodiversity conservation efforts. In order to achieve this, The Caribbean Environment Programme of UNEP, under the framework of the Specially Protected Areas Protocol, developed a draft "Marine Mammal Action Plan for the Wider Caribbean Region" in 2005. (See www.cep.unep.org/pubs/meetingreports/MMAP/mmap.php). This framework of activities has been developed in order to assist governments in the region with their efforts to develop and improve marine mammal conservation practices and policies. In order to accomplish these objectives, the draft Marine Mammal Action Plan specifically requests the following actions needed:

"…design marine protected areas and other management regimes that maintain ecological connections between marine protected areas in order to satisfy species' requirements, including 'sister sanctuary' relationships that promote protection for transboundary assets."

The Northern Sister

The Stellwagen Bank National Marine Sanctuary encompasses 842 square miles of ocean, stretching between Cape Ann and Cape Cod offshore of Massachusetts. Renowned for its scenic beauty and remarkable productivity, the sanctuary supports a rich assortment of marine life, including marine mammals, more than 30 species of seabirds, more than 60 species of fishes, and hundreds of marine invertebrates and plants. The NOAA National Marine Sanctuary Program seeks to increase public awareness of marine resources and maritime heritage by conducting scientific research, monitoring, exploration and educational programs.

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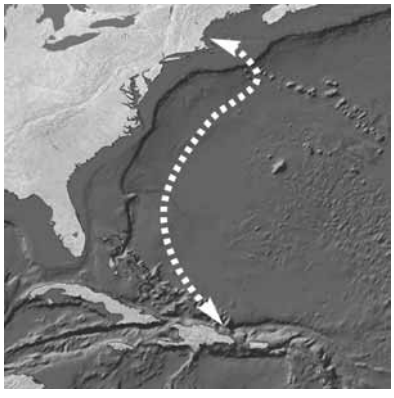
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The Southern Sister

In October 1986, the Silver Bank Humpback Whale Sanctuary was established in the Dominican Republic to protect the mating, calving and nursery grounds of humpback whales. In 1996, the sanctuary was extended to include Navidad Bank and part of Samana Bay, covering the three main humpback breeding grounds in Dominican Republic waters. At this time the sanctuary was renamed Santuaria de Mamíferos Marinos de la Republica Dominicana. Today, it protects all marine mammals within its 19,438-square-mile area. Within the sanctuary, Silver Bank, located approximately 50 miles northeast of the Dominican Republic coast in the Caribbean Sea, represents the densest concentration of humpbacks found in the North Atlantic.

Partners in Conservation

Created in the year 2000 by the merger of more than ten institutions, the Ministry of Environment and Natural Resources is one of the young ministries of the Dominican Republic. Its mission is to protect and manage the country's environment and natural resources with the objective of reaching sustainable development. Every year, during the humpback whale observation period of January to March, the ministry establishes an agreement with local and governmental institutions to promote tourism, marine and business activities within the sanctuary that do not affect the habitat and reproductive cycle of the mammals. This initiative is the result of the ministry's policy for an open, democratic and participative management based on the cooperation and strategic alliances between the state, local communities, the private sector and non-governmental organizations.



MICHAEL THOMPSON/SBNMS

NOAA, an agency of the US Commerce Department, is celebrating 200 years of science and service to that nation. From the establishment of the Survey of the Coast in 1807 by Thomas Jefferson to the formation of the Weather Bureau and the Commission of Fish and Fisheries in the 1870s, much of the United States' scientific heritage is rooted in NOAA. NOAA is dedicated to enhancing economic security and national safety through the prediction and research of weather and climate-related events and information service delivery for transportation, and by providing environmental stewardship of the United States' coastal and marine resources. Through the emerging Global Earth Observation System of Systems, NOAA is working with its federal partners, more than 60 countries and the European Commission to develop a global monitoring network that is as integrated as the planet it observes, predicts and protects.

Humpback Whales' Family Tales

At Stellwagen Bank, humpback whales are named each year at a "Whale Naming Party." The underside of a humpback's tailflukes have a distinctive black and white pigmentation pattern, unique to every individual, just like human fingerprints. Researchers name whales based on these coloration patterns. Stellwagen Bank boasts four generations of humpback whales. Born in 2001, Eden is the great-grandchild of Veil. (Veil gave birth to Batik, who gave birth to Filament, who gave birth to Eden.)

From their summer feeding grounds in high latitudes, humpback whales migrate thousands of miles to their winter calving and mating grounds in the tropics. The humpback migration between New England and the Caribbean is approximately a 3,000-mile round trip.

Born in warm, tropical waters of the Caribbean (January to March), a humpback whale is between ten and 15 feet (3 to 4.5 metres) long at birth, and weighs up to 1 ton (907 kg) — the size of two pick-up trucks.

The calf, born tail-first, nurses on the mother's rich milk which has a very high fat content — 35 to 50 percent compared with two percent for human milk and three to five percent for cow's milk). Hundreds of litres are drunk daily. During the first six months of its life, the calf can grow almost an inch a day or almost 100 pounds (45.45 kg) per day. This weight gain is important because the calves need to build a thick blubber layer for their migration north to the cold waters of the North Atlantic.

The transition from nursing to feeding begins at around nine or ten months (October/ November), when the calf begins to learn how to catch fish. During the Fall, calves "experiment" with different feeding techniques including filter feeding (taking large gulps of water below the surface and filtering the water through baleen plates), bubble feeding (releasing large bubbles to the surface to corral fish) and kick feeding (slamming her tail down on the surface to stun swimming prey).

During the feeding season (April to October), a humpback whale may consume up to a ton (1,361 kg) of food a day — easily over a million calories! Or they can eat about 5,000 sand lance. Each sand lance has fed on hundreds of zooplankton, that in turn has fed on millions of diatoms. So, one meal for a humpback may represent more than 400 million diatoms.

Humpback whales reach sexual maturity at six to ten years of age or when males reach the length of 35 feet (11.6 m) and females reach 40 feet (15 m). Each female typically bears a calf every two or three years and the gestation period is 11 to 12 months. A calf will travel with its mother for 9 months to a year, learning everything it needs to know to survive on its own.

Humpbacks do not eat during winter months, subsisting instead on reserves of fat built up over the summer feeding season. In fact, female whales may lose up to a third of their body weight during the nursing period, which can last up to a year.

Scientists estimate the average life span of humpbacks to be between 30 to 50 years, although no one knows for certain.

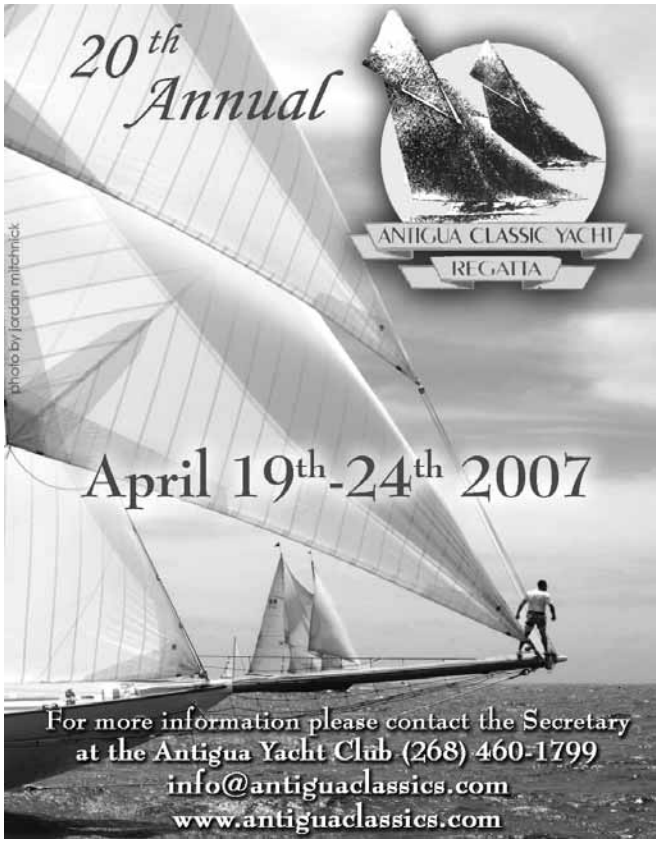
For more information visit: Dominican Ministry of Environment www.medioambiente.gov.do; Stellwagen Bank National Marine Sanctuary stellwagen.noaa.gov; NOAA www.noaa.gov; NOAA National Ocean Service www.oceanservice.noaa.gov; US National Marine Sanctuary Program sanctuaries.noaa.gov.

Dr. Nathalie Ward, External Affairs Coordinator for Stellwagen Bank National Marine Sanctuary, negotiated the sister sanctuary memo of understanding. Since 1990, she has served as marine mammal consultant for the United Nations Environment Programme/Specially Protected Areas and its draft Marine Mammal Action Plan. She divides her time as a marine biologist and marine mammal educator between Bequia, Saint Vincent & the Grenadines, and Woods Hole, Massachusetts. For additional information about the sister sanctuary relationship, please contact Nathalie.Ward@noaa.gov or nward@mbl.edu.

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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!

March 2007								
DATE	TIME		21	1413		9	0455	
1	2249		22	1510		10	0550	
2	2333		23	1608		11	0645	
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6	0132		27	1959		15	1011	
7	0212		28	2047		16	1102	
8	0253		29	2132		17	1155	
9	0337		30	2213		18	1252	(new)
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11	0514		**April 2007**			20	1455	
12	0607		DATE	TIME		21	1558	
13	0703		1	2332		22	1658	
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15	0856		3	0011	(full)	24	1849	
16	0951		4	0052		25	1930	
17	1044		5	0134		26	2013	
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20	1318		8	0401		29	2211	
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Research Techniques to Learn About Humpback Whales

by Nathalie Ward

What? Who? When? How? Where?

Determining population size is crucial to the conservation of marine mammal species. With humpback whales, two forms of identification are used — photo identification and genetics.

What's in a Tail? Photo-Identification

Humpback whales have unique patterns on the undersides of their tails. Photographs of these patterns allow scientists to identify and keep records of individual animals. Based on this work, it has been estimated that there are nearly 12,000 individuals in the North Atlantic. Approximately 900 of these are estimated to be Gulf of Maine "residents" and some have been tracked since 1974. Each Gulf of Maine whale also has a name inspired by its unique tail pigmentation and agreed upon by researchers and naturalists. Over the years, four generations of Gulf of Maine humpback whales have been tracked by photo-identification techniques. This research has greatly improved our understanding of humpback whale migration, habitat use, behavior and anthropogenic impacts.



Ventral fluke pattern of the whale named Salt. Each humpback whale tail is different

A Pinch of Skin — Biopsy Darting

Samples for genetic analysis are obtained by shooting a small dart from a crossbow at the whale. The dart takes a small sample of skin and blubber before bouncing off into the water. Back in the laboratory, DNA extracted from the sample can address questions such as the sex of each individual, population structure, evolutionary history, paternity of offspring, and social relationships.

Loyal Subjects — Research Findings

Using photo-identification and genetic analysis, scientists are able to conclude that humpback whales are "loyal" to their northern feeding grounds yet mix with other groups of humpbacks on their tropical breeding grounds. Whales from the Gulf of Maine, Newfoundland, Labrador, Norway, Greenland and Iceland meet annually in the West Indies where mating takes place. At the end of the season, the animals return to their respective feeding grounds with the newborns following their mothers. Mixing of the genes from different feeding populations is believed, among other things, to contribute to the resilience of humpback whales. Despite having been greatly reduced in numbers in the North Atlantic by intensive 19th and 20th century whaling, humpbacks appear to be making a strong recovery throughout much of the North Atlantic. Studies on Stellwagen Bank and elsewhere in the Gulf of Maine show that the population is growing at between four and six-and-a-half percent annually.

Interested in Assisting with Research?

Tail fluke photographs are critical to research and future conservation of humpback whales throughout their range. If you have humpback whale fluke photos from the Caribbean region, please send to the following address with your name and contact information for crediting as well as date, place, longitude/latitude and any other relevant information.

Nathalie Ward, Director
Eastern Caribbean Cetacean Network
nward@mbl.edu

Did You Know?

- One of the baleen whales, humpback whales are found in all oceans of the world.
- Newborn humpbacks average 14 to 16 feet long and grow to 45 to 55 feet when adults (females tend to be bigger).
- Adults weigh up to 45 tons.
- From their summer feeding grounds in high latitudes (in both northern and southern hemispheres), humpback whales migrate thousands of miles to their winter calving and mating grounds in the tropics. The humpback migration between the sanctuaries in New England and the Dominican Republic is approximately a 3,000-mile round trip. The longest humpback whale migration is one documented (through photo-identification) between the Antarctic Peninsula and Central America, a one-way distance of over 5,000 miles.
- Females reach sexual maturity at between five and ten years of age, and will calve every two to three years thereafter.
- Humpbacks do not eat during winter months, subsisting instead on reserves of fat built up over the summer feeding season.
- In fact, female whales may lose up to a third of their body weight during the nursing period which can last up to a year.
- They can live to be 50 years old, possibly much longer.

REGATTA NEWS

St. Maarten-St. Martin Classic Grows
The second 2007 St. Maarten-St. Martin Classic Yacht Regatta started on January 18th with the skippers' briefing followed by an opening party at the Spinnaker bar on the Sint Maarten Yacht Club premises next to the Simpson Bay bridge. Although



ELS KROON FOR WWW.CLASSICREGATTA.COM

Pretty Charm III *was the St. Maarten-St. Martin Classic's overall winner*

only ten of the 18 yachts registered were able to race, this was up nicely from the six yachts that entered last year's inaugural event.
Racing in what organizers describe as "perfect" conditions, the fleet was divided into three classes — Vintage, Classic and Spirit of Tradition — guaranteeing a podium place for almost everyone. The overall winner was Richard West's *Charm III* from Anguilla.
The St. Maarten-St. Martin Classic Yacht Regatta is organized by the St. Maarten-St. Martin Classic Yacht Regatta Foundation and West Indies Events.
For more information visit www.ClassicRegatta.com.

St. Maarten's Lagoon Sailing Series
The last of St. Maarten's January series of the Lagoon Sailing programme saw a record nine boats enjoying stiff competition in light breezes that were generally more from the south than usual. First place went to Frits Bus with 13 points, just pipping Bernard Sillem with 14 points. Third place went to Luc Knol with 15 points. Many sailors used this series as a warm-up for February's Necol Regatta, the winner of which effectively becomes the Sint Maarten/St. Martin champion sailor.

New Round Antigua Record Set
Ian "Magic" Hughes reports: Skipper Richard Archer raced his Swan 100 *Virago* to a record best time of five hours, 34 minutes and 41 seconds in the Round Antigua race over the weekend of 20 and 21 January.
Caccia Alla Volpe, the Vallicelli 44 owned by Carlo Falcone, was the overall winner ahead of Bernie Wong's *Huey Too* and *Virago*. *Caccia Alla Volpe*, had the services of one of the world's top skippers, two-time winner of the America's Cup, Russel Coutts, on board.
In the Racer/Cruiser Class, *Huey Too* beat Sandy Mair's Soveral 30, *Streaker* into second place and *Marie Marie*, the Feeling 38 from Guadeloupe, in third position. In the Classic Class, Hans Lammers' Rhodes 41, *Sunshine*, and Eddie Baretto's Hinckley 40 *Moonshadow* finished first and second respectively. Along with the racing, there were some sideline events, including the Miss Round the Island show, won by Ms Streaker. Castaways Beach Bar, Antigua Slipway, Last Lemming and English Harbour Rum all supported the event. Carlo Falcone of the Antigua Yacht Club Marina and Charles Kenlock assisted with free dockage for the boats over the weekend. Tom and Inga, two members of the committee boat, as well as Lord Jim's Locker, played major roles in the success of the race.
For more information on Antigua Yacht Club visit www.antiguayachtclub.com.

Tuna Tops 38th Spice Island Billfish Tournament
Gary Clifford reports: The good weather, calm seas and promise of good fishing helped attract 37 boats carrying 167 anglers to Grenada's 38th Spice Island Billfish Tournament held at The Grenada Yacht Club from January 23rd to 26th. Boats participated from Trinidad & Tobago, Scotland, St. Lucia, Barbados, Martinique and, of course, Grenada. The fishing fulfilled expectations.

—Continued on next page



The record-breaking 173-pound tuna caught by Ian Hutson from Barbados

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e-mail: bsc@caribsurf.com

—Continued from previous page
At the end of the competition 23 blue marlin were released plus three landed, 32 sailfish released plus three landed, five white marlin released, and 11 dorado, four wahoo and five yellowfin tuna had been caught.
Ian Hutson boated a record-breaking yellowfin tuna of 173 pounds on *Ocean Spirit* of Barbados, probably the smallest boat in the competition, which earned them a cheque for EC$5,000.
At the awards ceremony and closing dinner held on the beach at the Grenada Yacht Club the results were as follows:
First place boat: *Houdini* (Trinidad), second: *Legacy* (Barbados), third: *Miss Abbie* (Trinidad)
First place angler: Danny Swanson (*Miss Abbie*, Trinidad), second: Bernard Johnson (*Grey Ghost*, St. Lucia), third: Charles Ross (*Houdini*, Trinidad)
Top release angler (3 releases): Gregory Mendez (*Charge Up*, Trinidad)
Top release boat (6 releases): *Houdini* (Trinidad)
Boat pool (weight of fish brought to the scale): First: *Miss Abbie* (Trinidad), second: *Yes Aye* (Grenada), third: *Talking Blues* (Trinidad).
Top Grenadian boat: *Zu Zu*
The SIBT committee would like to thank all the participating boats and anglers for supporting the event, and to thank all their sponsors and especially Carib Beer and Island Water World for making this competition possible.

Grenada Sail Fest 2007
It was time for area boats to shine at the 2007 Grenada Sailing Festival. In the Workboat Regatta, this is a given, with entries all coming from the Grenada villages of Woburn, Sauteurs and Gouyave, and sister Grenadine isles of Carriacou and Petite Martinique. But in this year's yacht races the winners were also pretty close to home. Although owner Les Crouch is American, the overall winner of Racing Class, *Storm*, was built in Trinidad and co-skippered by Trinidadian Peter Peake. The J/24 Class was dominated by Carriacou's Jerry Stewart who won each of eight races aboard *HOIC*. Another Carriacou skipper, Jerome McQuilkin, took *Wayward* to victory in Cruising Class 1, while Cruising Class 2 victory went to Peter Morris's *Morning Tide* of Trinidad.
For full results visit www.grenadasailingfestival.com/results.htm.

Fresh Surprise at Around Martinique Race
Highlights of the Non-Stop Around Martinique Race, held on the weekend of February 3rd and 4th, were the winning 13 hour, 21 minute circuit of Régis Guillemot's Open 50 *Hallucine*, and the debut of a newcomer, the Surprise class *Clippers Ship*.



Clippers Ship, at 7.45 metres, rounded the island in a blistering 15 hours 40 minutes, at times surfing at over 15 knots. *Clippers Ship's* crew, Nicolas Gillet, Emmanuel Velasquez, Bastien and Nicolas Poix, and Catherine Desrosiers, have all had previous experience racing aboard Surprises. Nicolas raced as a teenager aboard a Surprise that regularly did well at the Bequia Easter Regatta. *Clippers Ship*, completely refitted by her new crew in Martinique after being found in poor condition in France, now brings to six the fleet of speedy Surprises based in Martinique.

What is the Commodores' Cup by Budget Marine?
The Commodores' Cup is an extra day of racing that has been added to the St. Maarten Heineken Regatta. It will take place on Thursday, March 1st. This is new to the regatta, which has always had three days of racing. All boats will still race Friday, Saturday and Sunday, however only the spinnaker classes have the option of competing in the more prestigious Commodores' Cup by Budget Marine as well. The difference in the extra day lies in the courses. The usual format at the regatta is courses along the coast to a destination, or all the way around the island. During the Commodores' Cup, the courses will be windward leeward courses instead.
For more information visit www.heinekenregatta.com.

8th Rally to Cuba
The eighth edition of the Transcaraibes yacht rally from Guadeloupe to Cuba will run from March 16th to April 8th, with stops in St. Martin, the British Virgin islands and the Dominican Republic. The final destination is historic Santiago de Cuba. Monohulls joining the rally can take advantage of the offer of a free haul-out in Pointe à Pitre before the start!
For more information visit www.transcaraibes.com.

Bequia Easter Regatta — 26 Years!
Preparations are well under way in Bequia for the Bequia Sailing Club's 26th Easter Regatta, April 5th through 9th. In recent years, the Bequia Easter Regatta has grown into one of the region's most popular small island regattas, with visitors and competitors coming from all over the world to take part in the Easter weekend's activities. Last year's record-breaking turnout of 40 yachts emphatically confirmed Bequia Regatta's popularity in the racing and cruising community, and the Race Committee is consistently praised both for its smooth running of the races and for its well-organised social activities. The J24 Class, first introduced in 2005, and since 2006 having its own specially designed courses, continues to be a major draw; the Bequia Sailing Club is also looking forward to a very active Racing Class this year with boats anticipated from St. Lucia, Grenada, Martinique, Barbados and Trinidad. The three-race series for 30 or more locally built double-enders from Bequia and other Grenadine islands continues to be one of the highlights of the regatta, drawing huge crowds of enthusiastic supporters and spectators at every available vantage point. With loyal sponsors Heineken, Mount Gay, Pepsi, Mountain Top Water, Digicel, the Frangipani Hotel and Tradewinds Cruise Club all back on board for 2007, the organisers are looking forward to another four-day Easter weekend packed with highly competitive yacht racing, thrilling double-ender action and an extra helping of Bequia's famous hospitality to help celebrate 26 years of Bequia Easter Regatta!
For more information see ad on page 11.

Round Grenada Regatta 2007
The beautiful Spice Island has a keen fleet of locally based racers who welcome one and all to join them for this year's Round Grenada Easter Regatta, April 5 though 9. A



Classic Class, including the famous Carriacou Sloops, will be an added attraction.
For more information see ad on page 13.

Guadeloupe's Triskell Trophy Regatta
The regatta pros in Guadeloupe are gearing up for the Triskell Trophy Regatta to take place on April 21 and 22. Guadeloupe has been making quite a name for itself in racing circles lately, and here's a chance to find out why!
For more information see ad on this page.

20th Antigua Classic Yacht Regatta
Kenny Coombs reports: The Antigua Classic Yacht Regatta, to be held April 19th to 24th is 20 years old this year and still going strong. We are still expecting a good turnout, especially in the Vintage Class, despite the fact that some of our regular competitors are wintering in the Med in preparation for the Americas Cup in Valencia. Our special thanks go out to Panerai for continuing as our Platinum Sponsor. In celebration of our anniversary we are expanding our program to four races, and reshuffling the social events to make it all fit into the same time frame. Registration takes place on Tuesday the 17th and Wednesday the 18th, where all captains must register, confirm their arrival and obtain important information regarding dockage, social events and opportunities. The Concours d'Elegance sponsored by *Boat International* will now take place on Thursday before the Skippers' briefing and the Single Handed Race will be moved to Tuesday morning, with the four races with Old Road Race taking place on Friday. The Butterfly Race will be held on Saturday. The famous "Cannon Race" will now take place on Sunday to facilitate the parade into English Harbour, followed by a longer and slightly more challenging new course on Monday.
—Continued on next page



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With our sponsors we hope to entertain our participants with a better social schedule, and the popular events like the Cream Teas and Gig Racing, the Sing Along, Owners and Crew parties will be better than ever.
We have a new and improved entry form so please obtain one from the Antigua Yacht Club. Visit our website www.antiguaclassics.com or by contacting us at info@antiguaclassics.com or by phone or fax (268) 460-1799. Please enter early!
For more information see ad on page 10.

Morgan's Run 2007
Lee Miles reports: Sailboats are already preparing in Cartagena for the June 8 start of a marine expedition which will take the participants to the islands and cays that mark the northern borders of Colombia: possessions that extend almost to Jamaica and the Cayman Islands. This will be the 6th edition of Morgan's Run, a blue-water cruise/rally that sails from Cartagena to the Colombian islands of San Andres and Old Providence located 150 miles east of the coast of Nicaragua.
Leaving on the 8th of June and the morning of the 9th, first landfall will be at Bajo Nuevo, 373 miles to the north-northwest, which marks the northernmost border of Colombia. Arrival will be on the morning of the 11th. After two days of diving and relaxation, the fleet will leave in two groups for the next stop, Serrana, 85 miles to the southwest, arriving on the morning of the 14th. On Friday June 15, the fleet will leave for Low Cay located nine miles to the north of Old Providence Island, arriving the morning of the 16th, and that afternoon will sail on to the safe harbor of Old Providence/Santa Catalina. Sunday the 17th of June in Providence and Santa Catalina we will have a celebration marking the close of Morgan's Run 2007.
From this point on the participants are free to proceed to San Andres and points south and west such as Bocas del Toro, Colon, and the San Blas islands as their time permits. Foreign cruisers are welcome to join the Cartagena-based boats on this expedition.
For more information visit www.destinationcartagena.com/morgans_run.html, or contact Lee Miles at morgans_run@destinationcartagena.com.

HIHO Adds Open Class Racing
The Highland Spring HIHO, one of the world's premier windsurfing events, will expand the competitive portion of this year's event to include Open Class racing. Racers in the Open division will start in St. Maarten on June 30 and join the rest of the Highland Spring fleet in Virgin Gorda on July 2. The 2007 Highland Spring HIHO runs from June 29 to July 8.
The Highland Spring HIHO event has traditionally been a one-design event with all racers competing on the BIC Techno 2 board. The Techno class will remain in place with the new Open class competing alongside. The significant difference is while Techno racers all compete on identical boards, Open racers are unrestricted and may compete on any board they prefer.
Event owner and manager, Andy Morrell, states that the purpose behind this expansion is to broaden the event's appeal. Morrell commented, "We'd like to see more racers join the Highland Spring HIHO event so we're adapting it to provide a greater challenge for advanced sailors. Extending the event and including a St. Maarten start offers more racing, more islands to enjoy which raises the overall fun factor."
A further incentive is that the Open fleet will also have the chance to race for prize money in some races. "We'll have a purse of US$500 for certain inter-island races," confirmed Morrell.
Race director Rusty Henderson welcomes the addition of advanced sailors to round out the fleet: "The Open class will appeal to the advanced and pro-level competitor, with the pleasure of more miles of great racing to cover. The Open class should expect to cover over 250 miles of racing in eight days of competition, compared to the 150 miles in the Techno class."
The essence of the event is a week-long odyssey through the British Virgin Islands aboard captained catamarans. Each day the fleet visits new islands arriving at virgin sandy beaches for adventure, meals and parties. Daily island-to-island competition challenges the fleet of competing windsurfers. Non-windsurfers stay occupied with a range of activities including sailing, diving, snorkeling, kayaking and island discovery. Highland Spring HIHO participants call a captained catamaran home for the entire event. All yachts in the event are provided by The Moorings.
For more information visit www.go-hiho.com.

Bonaire Regatta's 40th Anniversary
October 7 to 13 will mark the 40th anniversary of the Bonaire International Sailing Regatta. The preparations for this edition are in full swing, and this year especially should be a memorable one.
The regatta is an annual sailing event which features many races around Bonaire and Klein Bonaire. People from all over the world participate in various sailing as well as surfing competitions. There are daily races in various classes and in the evenings there is a variety of cultural activities, food stands, folklore shows and bands. The event offers a variety of activities, on the boulevard and in the streets of Kralendijk with lots of food, games and opportunities to buy souvenirs. A festival featuring international bands takes place every night for one week!
For more information visit www.bonaireregatta.org.

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I wrote a note previously in *Compass* about the launching of *Kate* — a boat built to the 12-metre rule of circa 1906, full gaff rig and all. It is a boat in which I have some interest, having seen the first bits of wood laid down, then the half-finished boat.

Philip Walwyn built *Kate* at Pleasant Boatyard in St. Kitts. This boatyard is as charming a place as you could find for mad ideas. It is set way back in the cane fields with a very distant view of the sea. It is next to Philip and (his wife) Kate's lovely house and her impressive art studio (she is the famous Kate Design of St. Kitts).

The 12-metres of old had little to do with the later 12-metre America's Cup boats which were probably faster, but much less beautiful and quite boring by comparison. In their day, they were the junior rich man's toy — the senior rich man's toy being the J-boats (also gaff-rigged in those days).

So it was good news when I heard the second annual St. Martin Classic Yacht Regatta was about to take place and *Kate* was expected. I even wrangled an invitation to the official presentation for the boat alongside the yacht club dock the night before the first race. This in itself was interesting as *Kate* has no engine and had to be towed in through the bridge.

Kate Debuts at St. Martin Classic Yacht Regatta

by Chris Doyle



'My heart beat a little faster to see this boat under sail, and it was hard not to exclaim "Wow!"'

I wanted to see the boat, but more than that, I wanted to see her sailing and get a few pictures. This is where being a card-carrying reporter for *Caribbean Compass* comes in handy. In no time I filled in a form at the yacht club and found myself in possession of an official identity tag, a beautiful tote bag and a really top-quality hat (much better sewn than the standard ones), all inscribed with the Classic Yacht Regatta logo, plus a seat on the press boat (had I been earlier I probably could have got on the helicopter, too).

Good for one evening's work — now how about the boat? I went down and took a look. She is painted a creamy pale yellow with light-tan sails. The decks are teak and the brightwork varnished. Although 60 feet long, she is so low and narrow she does not look impressively large, and while she looks beautiful at the dock, she is not at first glance a boat that will turn many heads. She has plenty of room down below with a master's cabin forward, a long saloon with very long upper and lower bunks and a couple of pilot berths aft. The cockpit is long and very narrow.

The next day the wind was light with some gusty periods. Ten good-looking classic yachts turned out for the start. It was here, with *Kate* under full sail, the huge deck-sweeping boom extending way beyond the stern, that everything came into place.

She was stunning — my heart beat a little faster to see this boat under sail, and it was hard not to exclaim "Wow!" It was like being whisked back and put behind the camera of Beken of Cowes in the early 1900s. When the sun broke through the clouds and shone on her, the colors and form all came into focus, and you could see exactly why Philip would spend four years on this project and what a spectacular working piece of art he had produced.

We watched her fly out ahead of the fleet, easing through the water at great speed with virtually no wake behind. I would like to report that she got round first, but with light winds and many of them headwinds, she had dropped back a bit before the end. But speed is not of the essence here — beauty is.

This boat is going to draw crowds wherever she sails. I came back with some several hundred photos — nearly all of them of *Kate*.

Tested Design, Easy on a Young Man's Budget

FROM TANKER TO TREASURE

by Norman Faria

Five years ago, when 22-year-old Norwegian Joachim Lindstol decided he wanted a pocket cruiser for a Caribbean trip and possibly beyond, he didn't get too many headaches with fiddling with choices.

First, he wanted a tested design, one which had proved itself in blue water. He wanted a smallish craft, about seven metres LOA, to keep maintenance and marina charges down. He wanted a British-made boat of 1960s vintage, in keeping with the still fine reputation of that country's boatbuilders.

He got what he wanted with a David Sadler-designed Contessa 26, similar to a Folkboat design he was familiar with growing up in the Scandinavia.

The boat was *Sublime* which he found on an Internet site. It had been owned by another Norwegian who had to sell it because of back problems making it difficult to get into the cabin.



PHOTOS (2): NORMAN FARIA

The three Norwegian friends pool their resources and 'we make sure we don't get into each other's way too often'

A deckhand on coastal freighters and ferries, Joachim found that the fiberglass sloop of 7.7 metres (25.6 feet) lived up to all his expectations on summer cruises to Denmark. In July 2006, he and school friend Simon Storegjerde, a carpenter, set off for the much thought about Atlantic crossing. They made the usual stops on the way, including Ramsgate in England where they replaced the burned out Yahama diesel with a Yanmar. They reached Barbados from the Cape Verde Islands after another old friend, Eirik Vibe, joined them.

How is it with the threesome living in such confines? Joachim: "It helped that we knew each other for a while and we make sure we don't get into each other's way too often. In a way, as young people, we are also traveling on a small budget so pooling our resources and saving money is a satisfaction. We did have to take out the WC to get more space for our stuff, but other than that we find the Contessa is an excellent little boat for what we want."

They were familiar with American teenager Tania Aebi, who circumnavigated alone, except for a short passage with a friend, in the 1980s in a Contessa. She became the youngest woman to circumnavigate single-handed.

Aside from at the several factories in the 1960s and 1970 in the UK, mainly at Jeremy Rogers, the Contessas were also built in Canada by J.J. Taylor up until 1990. Aebi's *Varuna* was Canadian-built. There is a vibrant owners' association with over 4,000 craft world wide.

Joachim tells you that a Norwegian couple, Henrik Nor-Hansen and Nina Kristen Hansen, are presently circumnavigating in a 1976-built Contessa.

Joachim and friends were due to head for Bequia and then the rest of the Grenadines after leaving Barbados. They will then decide what next to do.

When cruising people and seamen talk about tankers, the usual vessel they refer to is one of those mega-ships, ten football fields long, that you see on the horizon every now and again. Specialized vessels for the transporting of bulk liquid cargo, may be how a dictionary would describe them.

Yet, they can come as small as 43 feet long and be made of wood.

That was how the 40-year-old Danish *Jette* started off its life. Instead of the traditional fish holds aft of the mainmast, it had one big tank holding 30,000 litres of diesel. It serviced the fishing fleet in Scandinavian waters until sold to a fish farm where the tank was cleaned out to carry water for live fish. The present owner, New Zealander Dale Calvert, bought it in 2000 to carry him back home from Europe where he had been working as a fisherman.

"In the beginning, an oil company owned it. Apparently, it was just the right size to service the fishing fleet. It also had basic stores for the lads out on the banks. After the stint with the fish farm, it was laid up for nine years in southern Denmark where I found it. It was exactly what I wanted and I think I found a treasure," said Dale as he relaxed in Barbados's Carlisle Bay after a 28-day run from the Cape Verde Islands in January.

It had been built to traditional Danish high standards of two-inch oak planking on oak frames fastened with iron spikes. He was looking for such a boat. "I was a fisherman in the North Sea and built wooden dories to sell and from my talking with



Jette lost cargo tanks and gained a sailing rig to go from fuel-delivery ship to blue-water yacht

people, the Danish wooden boats have a really good reputation even in England. I also liked the shape because I had a similar style boat in New Zealand," said Dale.

The five-year restoration work didn't have to do much with the still almost-like-new hull. Main problem was interior. The first thing that went overboard was the tank. The main cabin is beautifully paneled in traditional Norwegian pine. *Jette*'s original engine was a Bedford and this was replaced by a 100-horsepower Ford.

Dale opted for an aluminum cabin top. It would entail less maintenance than wood and cost the same. The boat's hull below the waterline was also sheathed in aluminum, apparently as established custom in Denmark as opposed to copper sheathing in some other countries.

Jette (a popular female Danish name) never had sails during her working life. Dale did some research and rigged her with a traditional gaff ketch rig.

Because of good planning, no big problems so far. Just outside Barbados, the hydraulic system on the steering however gave way and it was fixed, partly with the use of a hand-operated portable drill press carried in the tool locker.

The boat actually sails. With "a good wind", it can make seven and a half knots, Dale lets you know.

Swiss national Konrad Metzger came along as crew. Leaving Barbados to have "a look at some of the other islands" before transiting the Panama Canal, they hope to be in New Zealand in mid-2007.



St. Kitts & Nevis:

We're Glad We Stopped Here

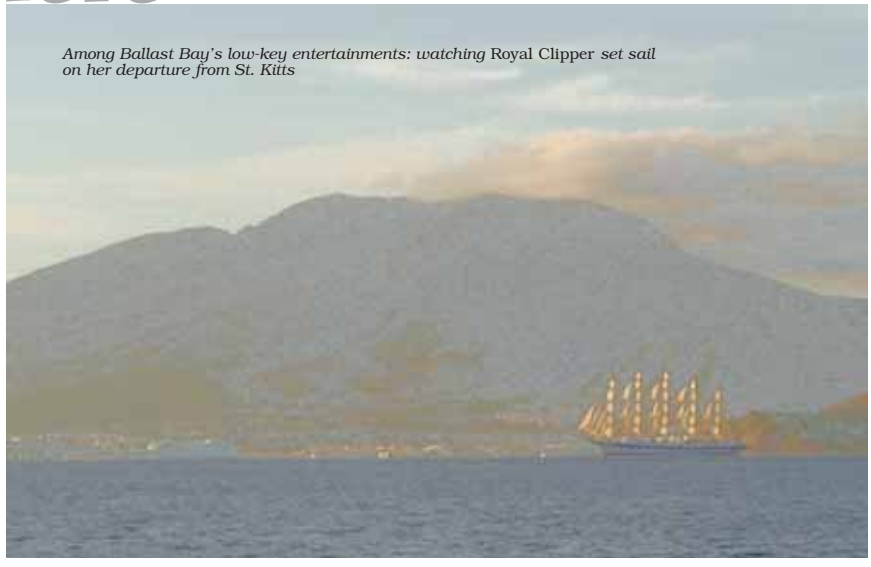
by John Rowland

Today was a good day. I'm sitting in the cockpit, looking astern, watching a crimson sun drop into a cloud on the horizon. There will be no green flash tonight, but it was a good day anyway. Off the port side the western shore of St. Kitts strikes an arc into the northwest, showing a panorama of rugged hills and green fields. Off the bow, a troop of green velvet monkeys playfully makes their way to the north end of the bay, along the stony beach. This afternoon we snorkeled off the boat. Three hundred yards toward shore, among rocks and new coral growth, we found an abundant variety of fish. There were, also, sea slugs, some conch and Nancy saw an eel. It was especially comforting to see the coral in new growth mode. The stretch of sandy bottom between the boat and the rocks was littered with starfish, some the size of dinner plates. Then, on the way back to the boat, I saw my first eagle ray. Three feet from wing tip to wing tip, this graceful creature swam with me for a few yards then vanished as quickly as it appeared. It was a good day.

We are anchored in Ballast Bay, St. Kitts. We are the only boat anchored here. There are two or three others a mile north, in White House Bay and some further north in South Friars Bay, so we do not feel isolated. While 12-foot northeast swells hammer the Atlantic side of the island, we rock gently at anchor. There is enough wind to run the wind generator but not enough to create an unpleasant chop. With our anchor buried shank-deep in sand, we are quite comfortable here.

Back in the days before we ever considered a cruising life, we spent a one-week vacation on St. Kitts. One day we stopped on the road that overlooks Ballast Bay. There were two boats anchored here that day. The tranquil scene stuck with us, perhaps sparking the beginning of the dream we are now living. When we moved onto the boat, now 15 months ago, Ballast Bay went on the list of milestones we call the "You'll know you've made it when..." list. St. Kitts & Nevis is not high on the list of potential destinations for many of our cruising friends. We hear them say, "It's not cruiser friendly"; "It's too hard to check in and out"; "There aren't any good places to get provisions"... and so on. We came anyway, because it was on our list. And we are very happy we did.

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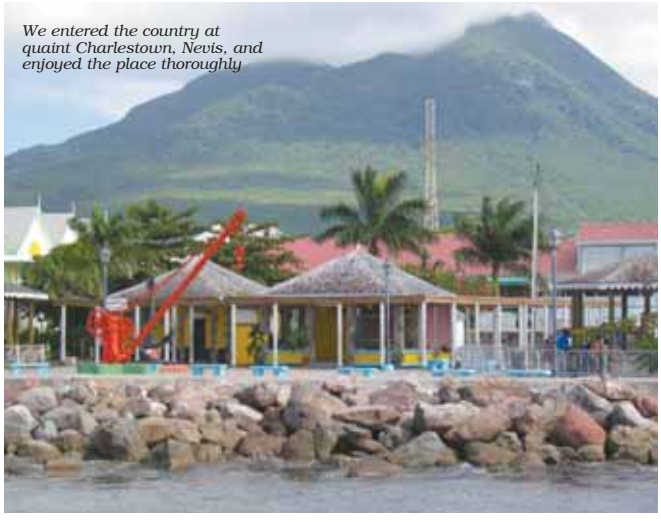
Among Ballast Bay's low-key entertainments: watching Royal Clipper *set sail on her departure from St. Kitts*





—*Continued from previous page*

We came into the country at Charlestown, Nevis, from Antigua, ten days ago. Charlestown is a quaint town of old stone buildings and brightly painted wood. There is a good dinghy dock at the town dock, a trash bin at the shore end of the dock and easy access to the town itself. Customs is right at the dock and Immigration is at the police station, three blocks away. The procedures were simple



We entered the country at quaint Charlestown, Nevis, and enjoyed the place thoroughly

CHRIS DOYLE

and the officers very pleasant and helpful. There are several grocery stores, from small storefront operations to large, well-stocked supermarkets. Buses and taxis put everything with easy reach. It seemed cruiser friendly enough to me. There must be a substantial financial industry in Charlestown, because it is unusual, in our experience, to see a town this size with significantly more banks than bars. No problem finding an ATM here. We enjoyed the place thoroughly. The anchorage at Charlestown is open, a bit rolly, but very tolerable. Perhaps the most significant feature of Nevis was the friendly attitude of the people.

North of the city, there is a long stretch of sandy beach with many places where it is easy to beach a dinghy. One spot many people choose is near Sunshine's beach bar. Sunshine's has good food, reasonable prices and a festive but relaxed atmosphere which attracts a mix of cruisers, locals and tourists. We met some interesting folks, including the owner and crew of a newly launched "First Rule Twelve" boat (design circa 1909) named *Kate*. She was built in St. Kitts and launched earlier this year. This gaff-rigged beauty turned every head in the anchorage when she came in. [*See related story on page 14.*]

From Charlestown, we went to Basseterre, the capital, on the island of St. Kitts. We anchored just outside the marina. The anchorage was really quite comfortable, with occasional swells generated by the ferries. There is a dinghy dock at the marina, providing easy access to downtown and the duty-free shopping area. Basseterre is a great town with wonderful shops, some good restaurants and ample access to groceries. The Circus, the center of town, is colorful and well kept. On Saturday, the open market provides a great opportunity to stock up on fresh produce. There was one negative: on Friday and Saturday night there was very loud Spanish music blasting across the anchorage into the wee hours of the morning. We never did pinpoint the source. When we return to check out, we'll use the Customs office conve-



'The western shore of St. Kitts strikes an arc into the northwest, showing a panorama of rugged hills and green fields'

niently placed next to the marina. And we'll be sure it isn't a Friday or Saturday.

We came to Ballast Bay on Sunday. In this pristine setting, we've enjoyed the panoramic view of the entire west shore of St. Kitts by day, glorious sunsets (with one green flash) and the clear view of the stars at night. The water is the clearest we've seen since coming to the islands.

Yesterday we took the dinghy north, along the shore, to do a bit of exploring. The beach in Ballast Bay is very rocky, unfit to land a dinghy safely. There is a reef that extends one hundred yards west from a rocky outcropping on the beach, defining the north end of Ballast Bay. The middle of the reef is deep enough to take a dinghy across, but only with someone on the bow looking out for the large rocks strewn about the reef. The rocky shore has a stark beauty all its own which holds the history of the formation of the island. The beach remains rocky through White House Bay and into South Friars Bay. About a third into South Friars Bay, the beach turns to coarse gray sand. We beached the dinghy and stopped at the Shipwreck, a classic, shack-style beach bar. The patrons were a mix of mostly locals, a couple of tourists and a few cruisers. The beer was cold, the food was good and the conversation friendly and interesting. It seems we meet more interesting people when we get off the beaten track. The scenery and the folks we met made for a most pleasant afternoon. I guess yesterday was a good day, too.

Tomorrow it will be time to move. Study of the charts and cruising guides tells us there are several good anchorages on the south tip of the island, just around the point which forms the south side of Ballast Bay. If what we find there is consistent with what we've found in the rest of this lovely country, the next few days should be good days as well. In case anyone asks us, we think it is a mistake to leave St. Kitts & Nevis off your list of cruising destinations.





CONGRATULATIONS TO GRENADA

by Angelika Gruener

We anchored off St. George's in Grenada. One day after our arrival our boat's starter motor quit. A big "thank you" goes to Jonathan from Island Water World in St. George's, who sent — and even drove us — to several mechanics. Without his immense knowledge about where to find what and whom on Grenada, we would have been really stuck. The first mechanic was not able to fix our starter in the open air between his flowerpots. Another mechanic had a fine workshop in the north of the island, reachable by bus in 45 minutes. After multiple visits, we got our starter back repaired. When we installed it, the starter motor ran, but it did not jump into the flywheel to actually start the engine. The mechanic concluded that the solenoid switch of our starter must be broken, but spare parts weren't available and rewinding wasn't possible. But in one of his dusty boxes he had the same type of starter, 24 volts, with a burned commutator. With great goodwill he got the rugged armature more or less fixed up, so that our starter would do the job for the moment.

While waiting to get the starter fixed, we had the opportunity to look around Grenada, which we had last visited in 1989. Our first impression had not been great. We had memories of a horrific bus ride over the mountains to the town of Grenville on the east coast. After that trip we were deaf for days; the music on the bus was so loud it was a wonder that all the windows had not shattered. Out of ill-kempt shops the same noise volume blared. Bored-looking young shop clerks sprawled in front of head-high speakers stacked on the counter, and seemed annoyed when we asked for any of the articles. Discarded washing machines, stoves and engines were strewn along the beach.

Today everything is different. What a positive transformation has come over Grenada during the last 18 years!

Traveling in the small Toyota buses, with a maximum of 15 passengers, is now an enjoyable experience. The music is played at a decent level, so you can take pleasure in the reggae and calypso. Most of the buses are painted red, to be easy recognisable as public transportation, and on the front window's upper right side is written a large number and the destination. The buses are scrupulously clean inside and out. The seats are usually covered with a thick plastic foil to protect the fabric covers — no worn-out spots or burn holes from cigarettes. During the trip, nobody is eating or drinking. Whoever wants to stop the bus knocks his fingers against the ceiling. Because the bus has only a sliding door on the side, guests sitting near the door have to disembark to let the guests from the rear seats leave.

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A lot of the former small wooden houses have been replaced by real villas built out of concrete



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On long-distance trips such a bus ride can abound in physical exercise, but it's all done good naturedly.

At the bus terminal is a big sign listing fines for diverse offences. Just some examples (in US$): Nuisance by noise or smoke $40; importuning passengers $35; public filth $10; harassment or public indecency $40; overloading of vehicle or speeding $50; unauthorised posters or advertisements $200; loitering or urinating $10; failing to comply with directions of authority wardens $60. Grenada now runs a tight ship!

We saw no litter or garbage lying around, although rubbish bins are rare. As far as I could tell, there seems to be no unemployment. The Rastas with their long dreadlocks, sometimes covered under a huge hat, are seen working at jobs ranging from farmers to stevedores to vendors. On a trip around the island we noticed that a lot of the former small wooden houses have been replaced by real villas built out of concrete with big verandas, all painted in discreet pastel colours, with nicely laid out gardens.

The people wear tidy, new, spotlessly clean and ironed clothes, sparkling white shirts, bright white socks and gym shoes. Grenada must have the best washing powder in the world; my laundry never gets so white! Women and teens step out in high-heeled shoes and fashionable clothes, often tailor-made. The gait is upright. The young women endeavour to be as slim as possible. The most stylish ladies dress modestly, from the neck down to the calf. It seems that the island's churches, whether Anglican, Presbyterian, Catholic, Methodist or any of the multiple sects, have a great influence. Modern bikinis, however, adorn the young women when they go for a swim. Nobody is hanging around any more; nobody sprawls anywhere in public. There are even signs: "no loitering".

In shops you will be served immediately by attentive, competent, and very friendly staff. There has been a big investment in general education, and the young people took the opportunity to learn a lot. They noticed as well that tourism provides huge possibilities, from which every single person on the island can earn his income, but only if the tourist is given the proper attention. Grenadians enjoy being tourists, too. We met a local woman who was in our homeland, Germany, last year on a two-week holiday to attend World Church Day. She was extremely enthusiastic about her trip, even if she still has to pay the loan for it!

Nearly every day one or two cruise liners come to St. George's to discharge hundreds, sometimes thousands, of tourists onto the island. The business goes well; taxi drivers offer their service for an island tour, women sell spices and souvenirs, boys take passengers on small boats to the next beach for a swim.

Yachtspeople come, sometimes with charter guests, visiting family or friends, sometimes with broken equipment like ours, and provide employment for Grenadians in another sector. A statistic from 2000 shows that Grenada estimated the overall contribution of yachting to their economy at more than 13 million US dollars. The study further notes, "Charter incomes and charter tourist expenditures are not included and contribute a minimum of US$50,000 per bareboat per year."

Of course, Hurricane Ivan in September 2004 and Emily in June 2005 blew away or damaged many buildings and cars, and these have been replaced. Most of the houses now have new red or blue roofs; the houses have been renovated and repainted. But the contention put forward by some, that Grenada's general upswing is simply due to donations received after the hurricanes cannot be true. It is obvious that this transformation developed over many years.

All is not so easy for the island population, though. The farm industry was terribly damaged. It will take years till the nutmeg trees bear fruit again, so that Grenada can once again be one of the world's top exporters.

As we saw on our recent visit, Grenada is prospering quite well. The frequent arrival of the cruise liners and the booming yacht industry are proof of it, and the inhabitants have worked hard to reach that level of development we can find now. Our big congratulations to all Grenadians.

Angelika Gruener is cruising the Caribbean aboard S/V Angelos.



Buses can be a great way to get around an island, and the traveling public in Grenada probably likes these rules 'just fine'!

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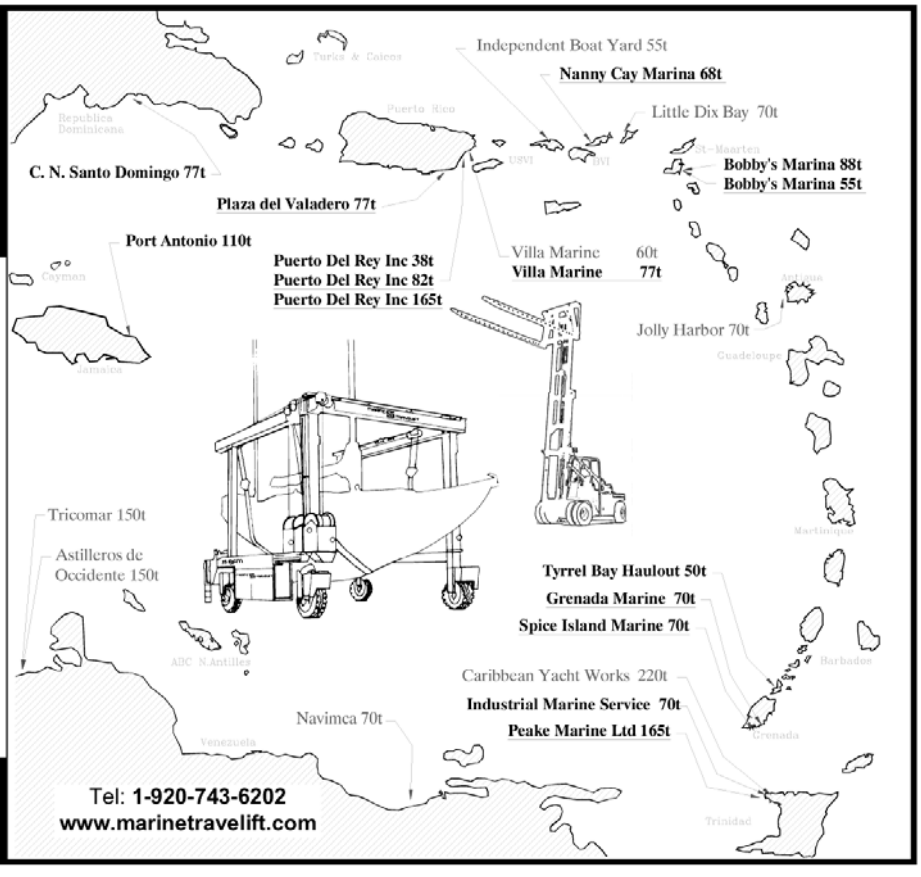
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Thoughts on Computer Drawn and Electronic Charts

by Don Street

In the early '80s when we were exploring Tobago on *Iolaire*, I had on board the latest British charts. One day in a dive shop I saw an old British chart, and noted that the old chart did not agree with the modern one in a number of places. I presumed that the area had been re-surveyed, thus the differences between the old and new BA chart. However, when I checked with the Admiralty they told me that there had been no re-surveying of the island of Tobago and that the charts should be the same. But they were not.

A few years later I found Alan Wilkinson (whom the late Tom Wilson of Imray, Laurie, Norie and Wilson described as "The fastest pen in the West") re-drawing our Imray-Iolaire chart A271 for the northeast corner of Antigua. I asked why. He reported that the Admiralty had produced a new chart and that it did not agree with the old one. I could not believe the Admiralty had re-surveyed the northeast coast of Antigua so I called the Admiralty. They reported that there had not been any new survey work done, and that the charts should be the same. But they were not.

I spotted two cases; how many are there worldwide?

Alan Wilkinson, who has been with Imray for 48 years, is coming up for retirement. Unfortunately there is not another fast pen to take over, so Willie Wilson, the head of Imray, decided it was time to re-draw all the charts electronically, making them all metric (some were in metres and some in fathoms and feet, which was confusing at times). Re-drawing them electronically would simplify the printing process (the old press was being wound down), plus it would allow Imray to present their charts electronically on a disc.

I pointed out to Willie the above two stories of errors being introduced when charts were reproduced. Willie said "No worry — they will be exact reproductions of the existing waterproof chart".

When the first batch of about 12 charts was ready, Willie asked me to come to Imray's home office to check them. He felt it would take only half a day. It took me three days as I discovered error after error in shoal water soundings. This was most puzzling until the boys in the electronic drafting room were given the third degree.

Imray UK charts are re-drawn Admiralty charts (Imray pays royalties), but they have been divided up in a fashion more useful to yachtsmen. Large area charts have harbor insets on them so that separate harbour charts are not needed, giving a considerable saving in expense and also making the Imray charts easier to use.

So, the electronic draftsmen were accustomed to using the Admiralty charts as a reference Bible. It turns out that when re-drawing the Imray-Iolaire charts they cross checked with the Admiralty charts, and wherever there were any differences between the Admiralty charts and the Imray-Iolaire charts, they used the Admiralty information. Thus they inserted into the Imray-Iolaire charts any errors in the Admiralty charts — errors that I have spent the last 50 years eliminating from my guides and the Imray-Iolaire charts!

Not only that, but at the 2007 London Boat show, I went to the four electronic chart companies that have purchased the rights to Imray-Iolaire charts for reproduction as electronic charts, and ran through some areas where I know the Imray-Iolaire charts are correct and the Admiralty were wrong. I discovered that evidently the boys on their computers were doing the same thing as the boys in Imray's electronic drafting room.

As a result, I have had to spend innumerable days going through all the British Admiralty charts, listing all the errors chart by chart, then sending the list to our electronic chart agents.

By the end of March I will be posting on my website — www.street-iolaire.com — the above list of errors plus a list of errors that I have found in the British Admiralty Leisure Charts of the Caribbean.

Despite putting notices in the October 2006 issue of *Compass* and elsewhere requesting any corrections to the Imray-Iolaire charts, I have received none. Can we then presume that our charts are absolutely correct? Our charts B30 (St. Vincent and Bequia) and B31 (Bequia to Carriacou) are coming up for complete re-drawing. I feel the soundings on the north side of Admiralty Bay are not correct. This and any other corrections sent to streetiolaire@hotmail.com would be much appreciated.

Electronic Charts: Raster or Vector?

Electronic charts are a wonderful aid to navigation, but not the be-all and end-all: they are only an aid. A book could be written about the groundings caused by a crew studying the electronic charts and not using eyeball navigation.

The accuracy of electronic charting varies widely. My son Mark felt that the electronic charts he was using in New England waters were absolutely dead-on. However, I have repeatedly heard stories from very competent captains who reported that their Caribbean electronic charts were occasionally out by 300 or 400 yards. At times, if they had believed their electronic chart, they would have been hard aground.

Furthermore, experienced skippers who have electronic charts feel that they are useless unless they are shown on a decent-sized screen — say, approximately 16 by 12 inches; the larger the better.

They all felt that there should be paper charts for back-up. Some yachtsmen may say that this is unnecessary, as they have a good electrical system with backup — they would never have what is referred to as a "dead ship". But if you are hit be lightning, ALL electronics are fried, and there go all your charts.

There are two types of electronic charts: raster and vector.

Not being up on electronic charts, I asked Simon Deeves, the Digital Chart Production Manager for Imray, to describe the differences to me and to give me the advantages and disadvantages of both systems. I have added my comments — comments from an old-time seaman, cruising guide writer and chart compiler — on the advantages and disadvantages of each.

RASTER CHARTS are basically electronic photographs of the original official paper charts, which are stored in a computer-readable form. The image is built up of a large grid of tiny coloured dots (pixels), normally at resolutions of 100 by 100 dots per inch (or more). This is the fastest, easiest and least expensive way to create electronic charts and they are created by simply scanning the paper chart. Various reference information is then added so that latitude and longitude positions can be calculated. The resulting raster charts can then be reproduced on a computer screen with the appropriate navigation software.

Because raster charts are basically a photograph of the paper chart, all the information is shown on the computer screen exactly as it is on the paper, i.e. all the symbols are the same, the text is the same, the white border of the chart is present, etcetera. This can be an advantage (the electronic chart is immediately familiar and understandable to the user) or a disadvantage (the chart cannot be easily manipulated) depending on the user's requirements. Zooming and panning is also generally limited with a raster chart, since when zooming in for greater detail, the photographic image is simply magnified and no more detail can or will appear. (The Imray-Iolaire charts avoid this problem by providing detail via harbour plans inserted in the main chart.)

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HYPERBARIC CHAMBER FOR ST. LUCIA

by Kai Wulf

For more than a decade attempts to establish a hyperbaric facility in Saint Lucia have been futile, but this is going to change soon through a donation of over $535,000 by Ms. Barbara Perfect, an American national and keen scuba diver who recently purchased a villa at the Jalousie Plantation Resort, and her sister.

A trust fund has been set up and a committee comprising Saint Lucia's Dive Association, the Soufriere Marine Management Association and individuals from the medical and private sectors, has been formed to purchase the necessary equipment and to set up the facility. The chamber will be located at the Tapion Hospital, where there are already four physicians trained in hyperbaric medicine.

The traditional use of a hyperbaric facility, or decompression chamber as it is commonly known, is the treatment of dive accidents, when divers exceed the limits and body tissues become oversaturated with nitrogen, which forms bubbles in the blood stream upon direct return to the surface. This condition, decompression sickness or "the bends", can cause paralysis and even death if not treated immediately.



A typical hyperbaric chamber. Thanks to a diver's donation, there will soon be one in St. Lucia

When planning a dive vacation, many individuals chose their destination based on the availability of a hyperbaric facility. In the past, dive accident victims had to be sent to Barbados or Martinique, putting Saint Lucia at a disadvantage in the development of this lucrative tourism sub-sector. Additionally, conch divers often lack formal dive training, and quite a number of these fishers suffer severe health consequences due to the bends because overseas treatment can not be afforded. There are now more than 12 approved medical indications which can be treated in a hyperbaric chamber.

Kai Wulf is the Manager of the Soufriere Marine Management Association.

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The advantages of raster charts are as follows:

• Faithfulness of reproduction. The electronic chart looks just like the familiar paper chart.

DMS comment: A faithful reproduction of the chart, but on most raster charts the chart's source is not given. Is it Imray-Iolaire, Nautical Publications, British Admiralty? An exception to this is C Map, as there I was able to ascertain that the references were Imray-Iolaire, BA, NOAA and the (excellent) Colombian Hydrographic Office. The boys in the drafting room inserted mistakes from BA and NOAA charts. We now know of the errors in C Map, and with the aid of my list of errors, C Map will be corrected. However, I am not sure how long that will take.

• They are generally cheaper than the vector charts.

• The coverage is generally much wider than the coverage of vector charts.

The disadvantages are as follows:

• No information can be selectively removed or displayed at different zoom levels.

• Generally, raster charts are not easy to update.

DMS comment: How do you update charts? Not too easily. It is worthwhile having update procedures explained and demonstrated to you before purchasing.

• Raster charts are generally slower to display on the screen.

• Raster chart systems are generally more memory intensive and can take many megabytes to store the image of a single nautical chart. They are generally distributed on CD-ROM and therefore raster chart systems normally require a CD-ROM drive, but not always. C Map is a small chip that looks like a sim card for a mobile phone that you plug in to a normal laptop.

VECTOR CHARTS are created by scanning the paper charts to create raster files (as above) and then vectorizing the data. Vectorization converts the lines on the paper charts into coordinates that are then stored. These coordinates are then used by the navigation systems to re-create the lines of the chart on the screen. These lines that are vectorized from the chart are stored in groups (layers) according to the type of line being vectorized. For example, all the coastline is stored in one layer, the drying line would be stored in another layer, etcetera. Once stored, the layers of coordinates can be compressed so that the resultant vector chart is stored very efficiently. A vector chart can take less than a tenth of the space of a raster chart to store the same amount of information.

DMS comment: Basically vectors are re-drawn — the electronic draughtsman includes only the information that he feels is essential. There is a great chance of error.

For instance, many years ago I was at the British Admiralty's head office. They gave me a tour of the drafting room where I was shown a chart of Antigua that they were re-drawing. They were in the process of eliminating many of what I knew were very useful ranges/transits. I asked why. They pointed out that the ranges/transits were on windmill towers; the charts were done in the middle of the 19th century, and the windmill towers could not possibly still be there. Once I explained to them the size and construction of the windmill towers and pointed out that they would be there for another hundred years, they decided to leave the ranges/transits on the new chart. Had that been a vectored chart, they could have been eliminated and useful information deleted from the chart.

The advantages of vector charts are as follows:

• Smaller memory requirements and therefore the charts generally display faster and can be distributed in memory cartridges and on floppy disk rather than CD-ROMs.

• The displaying of vector charts is very flexible, since different layers of information can be shown at different times. As you zoom in, increasing levels of detail can be available without any sacrifice in image resolution. Chart presentation can be changed to remove layers of information that may not be required for the task that is currently being executed.

• Chart plotter manufacturers can build low-cost, water-resistant, dedicated chart plotter units.

• The major hydrographic offices of the world, including the largest mapmaker in the world, the US Defense Mapping Agency (DMA), have already announced that their electronic charts will be in vector format. The advantages and benefits of using vector charts are almost limitless and we can expect to see mapmakers of all types moving to the vector electronic chart in the years ahead. The world's most advanced hydrographic institutes will use seamless vector chart technology when they build electronic charts in the future and the International Hydrographic Office standards are for seamless vector cartography.

That may be so, but the majority of experienced skippers I know prefer to use raster electronic and Imray-Iolaire waterproof paper charts. They say that they prefer the raster chart as it has all the information that appears on the paper chart, presented in the same fashion. Therefore, they can operate with the raster chart, but have on standby to take out on deck for eyeball navigating the equivalent paper chart, and the two are (or should be) the same. Notable landmarks and other features on shore that may have been eliminated on the vector chart are there to be seen.

Ultimately, electronic charts are a great aid to general planning, but for entering and leaving harbours and for coastwise navigation, paper charts, a handbearing compass and fathometer, a good look-out and experience in eyeball navigation are still the best means of minimizing the chance of grounding.

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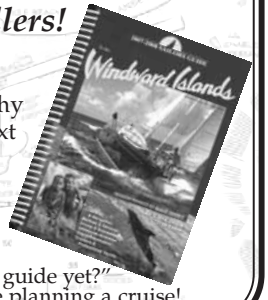
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Living Cruising History

by Keith Smith

He wears a necklace of four Antarctic seal claws given to him, one for each of his four solo circumnavigations. His longest trip around lasted six years; his shortest, two, all on a 31-foot wooden Norwegian fishing vessel. He's soloed his current boat, *Froken*, a wooden Colin Archer-designed cutter, across the Atlantic (only) five times. When he retired from the merchant navy to go cruising 39 years ago, he'd never made a penny anywhere on land; his entire life's income has all been earned upon the sea. And, unless you're more than 59 years old, he has been on that sea longer than you've been alive. His name is Utz, and, at the age of 75, he's made what could well be his very last sail.

I'd known Utz before but made it a point to know him better when our rhumb lines crossed this (and, as I later learned, for the last) time here in Margarita. Why? Well, Utz is a fascinating character in his own right, but equal to that, he is a living chapter in the history and tradition of cruising. Talking with him, listening to his stories, connects me somehow to that rich past and a long life well lived at sea. His story deserves to be told in full and, although my pen could never do it justice, I still wanted to acknowledge Utz and his accomplishments here, now that the twilight of his days at sea are upon him.



German born, he went to sea at the age of 16 with the Norwegian Merchant Navy right after World War II. He's sailed square-riggers and trained merchant seamen how to do the same using technology closer to that of three or four hundred years ago than to the modern gadgetry found on most boats today. In his time, he's had young Polynesian native girls row out to his boat in their dugout canoes upon his arrival in port. (Having seen too many movies, I'd always had a fantasy about that: the girls would be topless, they would feed me coconuts filled with some intoxicating brew and would then seductively beg me to become their God of Virility. But, alas, my dreams never came true. All I ever had come out to welcome my vessel were overly aggressive boat boys! Yes, they were topless, yes they offered intoxicants, but the only god they wanted was in my wallet. Not nearly what I'd had in mind. I guess, unlike Utz, I started cruising just a little too late!)

To see Utz, you'd never guess all he's done. Sure, his tanned and weathered features tell of a long life at sea, but his slight physique seems less than that required for such solo accomplishments as his. That made me wonder from where his true strength must come. I suspect it comes from his brain, where he's stored all the skills and knowledge learned over 59 years; from his heart, where he's kept his zest and passion for sailing for so long and from his belly, where he's found the guts to do it, again and again — alone. Those inner strengths have enabled Utz to do all he's done when bigger men would have never dared leave the dock.

If he likes you, he's a pleasant fellow in his own salty way but not altogether tolerant of us new-age cruisers, nor would I be in his place. He's got an opinion on all things nautical, some timeless, some you might view as out-of-date, but all richly deserved and every one warranting your consideration. But that takes work. Utz is not an easy man for me to understand if for no other reason than English is not his first language and German is my pitiful last. So I've had to follow his words very carefully especially whenever we've shared more than a few rounds of rum together. But listen I have.

His gear box broke down a while ago. Utz intended to repair and rebuild it himself but needed new gaskets.

"I'll use charts," he said.

"Huh? What? Charts?"

"Charts. They make wonderful gaskets. But not British Admiralty charts, though.

—Continued on next page

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They're no good. The paper they use for those charts is too thick for good gaskets."

"Utz, why not just get some gasket material?"

"What for? Charts work just fine — but not British Admiralty charts — they're too thick."

Although skeptical, I promised to keep that in mind. And sure enough, Utz announced the next day that he'd rebuilt his gear box and that the nautical-chart gaskets had worked just fine. I left the bar that night wondering. What specific chart did he use? What exotic stretch of ocean, sailed so long ago, did he think was best for gear box gaskets? My thinking, aided greatly by the rum, tempted me to go back and pose the question to Utz. Then I decided not to, suspecting he'd laugh at the novice fool before him who would think the geography of a chart could possibly make any difference to its virtues as a gasket. But I'm not so sure. Wouldn't the chart for some place holding fond memories make a better gasket than the chart of a place that didn't? I may ask him still.



Snapped through a porthole, this photo captures Utz, at age 75, two-thirds of the way up Froken's *mast*

Some time ago, after having made the decision to hang up his sextant, Utz found a potential buyer for *Froken* who wanted Utz to sail her over to Trinidad to get her hauled and surveyed. I offered to help him take her there (since Utz has lost much of the vision in one eye and admits only now to less strength than he'd prefer for solo passage making). So I offered to crew for him. Then I begged. Then pleaded. But Utz, more than a little stubborn in his ways, told the potential buyers no. If they wanted to see the boat, they could damn well come over to Margarita. I was crushed. I had already begun fantasizing what it would be like to crew for the man on what would be the last voyage of a career spanning 59 years, four solo circumnavigations and five other ocean crossings. As a student of cruising and history both, it would have been my once in a lifetime opportunity to witness, first hand, the final page in the final chapter of such a celebrated history of one man's cruising life. You see, to me, Utz is famous and, for me to sail with him would have been nothing less than accompanying Eric Clapton with my guitar or pitching a baseball to Babe Ruth.

Are there more like Utz out here? Yes, I certainly hope so. We all should. Seafaring is older than known history and, although well documented in endless shelves of books, how often do we get to sit down and talk with such history, to put our lifestyle into that kind of perspective, before it's all lost in our hurried rush into the push-button future. That's why I'll never miss an opportunity to sit down with Utz or anyone like him. Not just because they're fascinating people, not just because of their timeless wisdom or legendary stories, but (at least for me), because it's a chance to pay homage to those who have gone before us, those who have done this further and longer and, in important ways, better, with far less than we can ever really begin to appreciate. Like Utz, they have shown the way, one that most of us can now only follow with our GPS, chart plotters and autopilot in hand. But try making a gear box gasket with your chart plotter.

Fair winds, good luck and God bless you, Captain Utz. May I gain even a kernel of your knowledge and experience so that, one day when my time comes, some young whipper-snapper cruiser on his newfangled, gizmo-filled boat will want to hear my stories of old and, more importantly, those I'll forever remember of you....

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—Continued from page 7 ...Business Briefs

Sail & Dive Package in Antigua
Horizon Yacht Charters, Antigua, has launched an eight-night "Sail & Dive" package designed to accommodate sailing divers (or diving sailors!) who want to enjoy everything Antigua has to offer above and below the water. Three nights are spent ashore with up to five dives over two days, with a further five nights spent sailing on a Horizon yacht between 40 and 50 feet in length.
The shoreside accommodation is provided in Antigua's premier resort marina, the Jolly Harbour Marina. Guests will stay in a waterfront two-bedroom, two-bath waterfront villa with air-conditioning throughout. The diving element is offered in association with Indigo Divers, which together with Horizon Yacht Charters, is also conveniently based at Jolly Harbour Marina. The only requirement is an internationally recognized Open Water PADI certificate. Complimentary refresher courses are also offered for those who haven't dived for a year or more.
After spending two days exploring some of the 40 dive sites off Cades Reef on the west coast of Antigua, guests will board a yacht chosen from one of the fleet's three-, four- or five-cabin monohulls or catamarans. After a yacht and chart briefing, guests then set sail to experience the unspoilt anchorages and stunning waters of Antigua and Barbuda for five days or more. Skippers are available for parties with insufficient sailing experience.
For more information on Horizon Yacht Charters Antigua, visit www.antiguahorizon.com or e-mail info@antiguahorizon.com. For details on all the Horizon Yacht Charter bases in the Caribbean visit www.horizonyachtcharters.com.

Island Hop from Nevis to Montserrat
Air Montserrat, a private charter airline, has just made it easy to island hop from Nevis to Montserrat. With only 18 minutes of flying time each way, visitors to or residents in Nevis now have the opportunity to discover and explore nearby Montserrat's eco-adventure activities along with the natural phenomenon of the Soufrière Hills Volcano.
Flights leave the Vance W. Amory International Airport in Nevis at either 8:00AM or 9:00AM and return from Gerald's Airport in Montserrat at 3:00PM or 4:00PM. Round-trip fares start at US$140 per person, based on the number of passengers. Montserrat sightseeing tours are available at an additional charge.
Air Montserrat is owned by Philip Rogers, a native Montserratian, and is operated by Trans Anguilla Airways (2000) Limited. The airline, operating since late 2006, operates a Britten Norman Islander that holds up to nine passengers.
For reservations or more information on Air Montserrat, call (664) 491-6728, e-mail customerservice@airmontserrat.com or visit www.airmontserrat.com.

Coming South? Know your Weather!
If you are planning to head from North America to the Caribbean this fall, the Seven Seas Cruising Association is offering a valuable and highly informative weekend course in marine weather. Back by popular demand, former NOAA senior meteorologist and USCG instructor Lee Chesneau will teach how to make your own weather decisions when venturing offshore. The course covers cause and effect of marine weather, tropical cyclone basics and avoidance, basics of ocean wave formation, propagation and decay, charting symbols and terminology, weather system patterns, and interpreting surface and 500mb charts.
Courses will be held 8:00AM to 5:30PM Saturday and Sunday, with an evening "Ice-Breaker" and introduction on the Friday immediately before. The cost (US$300 for SSCA members and US$350 for non-members) includes workbook, continental breakfast and lunch on each working day.
East Coast dates are May 26 and 27 (Dania Beach, Florida) and October 13 and 14 (Annapolis, Maryland). Enrollment is limited, so early registration is advised to guarantee a space.
Online registration is currently available for Dania Beach at www.ssca.org/eventind.htm; alternatively e-mail office@ssca.org for more details of Annapolis and other venues.

No Limits Offers Racy Charters
No Limits Charters at Palapa Marina in St. Maarten now has two brand-new Joubert-Nivelt-designed A40 racing yachts available for charter. The boat comes with high-tech regatta sails and sleeps up to eight people. While the A40 will be rented out mainly as a bareboat charter yacht, the company provides a professional regatta skipper on request for regattas in the Caribbean.
For more information contact info@nolimitsyachts.com.

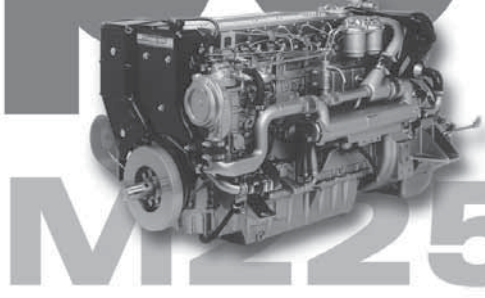
PRODUCT POSTINGS

ComNav Marine Autopilot Now Multi-Lingual
Even the most advanced autopilot in the world will be of little use if the crew can't understand critical information on the display. The ComPilot Commander from ComNav Marine now offers language choices of English, French, Spanish, Italian and Icelandic, with others such as Russian and Chinese available soon.
With advanced steer-to-wind features, including gybe inhibit, adjustable wind filters and one-touch preset tack angle, the Commander is particularly valuable to sailors. Alarms warn of wind shifts, and a sailor won't wind up in irons with the one-touch opposite tack feature.
Automatic helm bias and leeway control minimize course errors due to wind and tide. Other advanced power features include thruster assist for dead-ahead slow or station keeping. Proportional rate control provides smooth and gentle response at fast speeds, while port and starboard dodge buttons help avoid collisions. The high-contrast color LCD display with eight levels of backlighting and illuminated keypad simplify operation in any lighting condition.
Anglers benefit from the Commander's quickly selected range of preset turns, such as a continuous circle and U-turn. Emergency MOB steers the Williamson Recovery Turn. The ComPilot Commander is compatible with all onboard instruments and steering systems. Built-in software allows the Commander to connect with ComNav's CT7 Interface, a compact drive box for interfacing with azimuth/Z-drives or bow and stern thrusters.
For more information visit www.commnav.com or e-mail sales@comnav.com.

Latest Spectra Water Maker – 'The Next Generation'
According to its manufacturers, the Newport 400 MKII is the most technically advanced marine desalination system available today, with Spectra once again



taking a quantum step in producing the next generation of desalinators.
The Newport 400 MK II is lighter and more compact than its predecessor with a dynamic modular design making for easier and faster installation. Other new features include an additional MPC 5000 touch pad control on the unit for local control, and multi-speed capability — high mode for maximum water production and a low mode for maximum power efficiency. A revolutionary backwash system creates a backwards flow through the system and pre-filters which prolongs filter life and a mission critical control system switches to low mode to keep making water in the event of a clogged filter or other fault event.
Bill Edinger, President of Spectra Watermakers, stated: "The Newport 400MKII is the result of all that has been learned from the thousands of Spectra systems cruising the globe. The MK II series is the most reliable, easy to use and versatile of any systems we have built to date. We continue to lead the way with water-making technology, superb customer service and a trained worldwide distribution network."
For more information visit www.spectrawatermakers.com or e-mail info@spectrawatermakers.com.

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A SOLUTION FOR SECURITY

by Mike Beaumont

The issue of personal security has gripped the cruising community for some time. Meetings have been held with many pleadings for improved security for cruisers.

I hold the view that these countries that we visit simply do not have the resources to protect visiting yachtsmen and -women. The locals have a hard time protecting themselves against crime.

Police protection, although essential, is difficult in small island communities with open borders.



I think that we in the cruising community must do more to protect ourselves. At home one would not leave the house without locking up, so why not make the boat secure? One's dinghy should always be locked too. Remember the slogan "lock it, or lose it."

One common argument against locking up the boat is "It's too hot. We need the air." This argument has validity when the day is a furnace and at night particularly when the breeze dies. The answer is some form of security grille to replace the companionway doors at night. This would allow air to enter the boat but prevent unauthorized entry.

Two problems need to be solved: first, somewhere to stow the additional item, and second, a bolt design that keeps the companionway hatch secure and stowable.

The first picture shows my solution to those problems. The grille is simply made with 7/8 inch stainless steel tube welded up to fit the companionway entrance.

The bolt one can see in the picture. The bolt is simply fabricated but has several advantages. It lies totally flat within the dimensions of the grille which allows for easy stowage of the grille under a berth for example. The lock is easily accessed and very visible from both inside and outside the boat. I offer this design as it may provide a solution for your boat.

Having solved the problem of companionway security my attention then turned to the hatches that we used to open at night. These hatches were Lewmar designs and, having replaced one recently, I was aware that it would be very difficult to install a system of bars. In any case I felt that we do not want to live in a prison and we do require a means of escape in an emergency. In our case we are fortunate that the boat is fitted with opening side ports but even when open these provide little air when at anchor as they are wrongly situated to catch the breeze.

A good friend of mine, Alan on *Blue Gull*, had faced the same problem and had come up with the design of



A 'screen door' (left) keeps out any pests of the homo sapiens *variety, while porthole scoops (above) draw in welcome breezes*

vacuum-formed wind scoops which one could attach to the cabin sides with industrial Velcro. Alan had several of these made up and we were given a couple of them for our boat.

You can see from the second photograph how they attach to the cabin side over the opening ports and scoop the air flow into the cabin interior.

These items have solved our security problem. We insert and lock the companionway grille at night, we lock the Lewmar hatches which can be unlocked by us from inside in a second, then open the two portlights with wind scoops for plenty of airflow through the boat.

One final point, the wind scoops DO NOT keep out the rain. Unfortunately the rain is blown in by the scoops right over my berth so I have to close them when it rains during the night!

I hope these ideas might inspire you to think more about your security at night.

Mike Beaumont is cruising the Caribbean aboard S/V Phantasie.



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PIGGY-BACK RIDER

by Glyn Johnson

It was a bit like a marriage I suppose, it started out so hopefully and full of joy. But once the honeymoon was over, it turned into a love/hate relationship which didn't improve with the passing of the years, until finally we divorced and I was glad to see the back of them.

"Them?" I hear you ask, but yes, of course I'm referring to my davits. You know: those pieces of metal slung out the back on many boats to raise and abuse your inflatable dinghy on.

Let me start at the beginning. We flew to Fort Lauderdale to look at cruising boats suitable to live on full time and found *Wandering Star*, a Hermanson 44 custom built in steel and aluminum, which appealed to my senses as only a sailboat can. The only thing missing, as we refitted and tried to get working all the systems which had lain dormant for many months in the tropical climate and now refused to function, was some transport to take us from those idyllic anchorages to the shore. A scan of the classifieds found a nine-foot Avon RIB with a five-horsepower Nissan in Clearwater seeking a new home. We were headed that way to visit friends for the weekend and were able to close the deal. The next weekend. having traded our hire car for a suitable vehicle with a roof rack, we brought them back to River Bend marina and *Wandering Star*.



ALL PHOTOS: GLYN JOHNSON

Wandering Star's *dinghy has found a secure onboard home, neatly inserted aft. The stern is supported by stainless rails*

The next problem was to find a way of hoisting the dinghy out of the water when it wasn't being used. I have to admit at this stage that I had always thought that davits gave a boat a sort of grown-up air; they made a boat look like a real cruiser and not something that just day-sailed out of a marina. I was delighted when I found a used pair of davits which looked the part, all shiny and purposeful. Some engineering was required to mount them off the stern deck at sufficient height to hold the dinghy well clear of any following seas and minimise the dragging of the dinghy over the large step created by the sugar-scoop stern, but eventually our little Avon was swung into position and looked just the ticket, hanging there ready for action.

Our maiden voyage was to be across the Gulf Stream to the Bahamas and for that we lashed the dinghy tight on the davits, but that turned into the trip from hell with the roughest passage we have ever experienced. The poor little Avon bounced and swayed, loosening some of the lines, but it was too rough to risk venturing onto the aft deck to retie it and we were lucky to arrive in West End without serious damage. After that baptism of fire, the Avon found a home stripped out and upside down on the foredeck for serious passages. Up and down the islands in the sheltered Bahamian waters and back in the States on the ICW and Chesapeake, even up to Maine, all went well for a couple of years.

Then we came down to the Caribbean, with real wind and seas to contend with. Days getting soaked every time we dinghied ashore soon lost their appeal, and we knew we had to get a sturdier dinghy with big tubes and a bigger engine to raise it on the plane above those slapping waves. The imminent arrival of friends to be carried about forced the issue, and a nine-foot Caribe with 15-horsepower Mercury was soon riding on our stern.

Passages between the islands were generally pretty boisterous and trying to lash the dinghy on the davits so it couldn't move was almost impossible. Overnight in an anchorage we would lift the dinghy — complete with engine, fuel, etcetera — but this was very close to the structural limits at the heavy end for the davits and the strain was showing. For passages, we would remove the engine onto a bracket on the stern, but just as our clothes seem to shrink as we get older so the engine gets heavier!

To be fair, the davits were spaced for a longer dinghy so they were not lifting directly vertically, but try as I might with spring ropes and breast ropes and all-round ropes, something always seemed to come loose and would need retying as we roared down the waves. On one passage to Trinidad we arrived with a deflated dinghy — a hole had been chafed through the fabric.

Slowly but surely those davits lost their appeal and I knew they would have to go, and I certainly wasn't going to get a new dinghy and risk the continuing wear and tear that I was experiencing. I wasn't alone in this: I watched others with davits and saw similar scars on many of the dinghies of typical davit abuse, handles torn off and chafe patches around the ends.

We visited the boat show in England and looked at the big boats, 60 feet or more and way out of our price range, to see what they did with their dinghies, but most of them expected you to use a soft-bottom dinghy and roll it up and stow it in a deck locker. Who are they kidding? Clearly more thought was needed!

—Continued on next page

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—Continued from previous page

Looking around at other cruising boats it was apparent that some people had found their own solutions, ingenious platforms on sliders allowing the platform to slide down the transom and the dinghy to be floated on, and then the whole platform winched back up. A large catamaran had a huge and obviously very heavy stainless hydraulic arm mounted under the bridge deck to raise and lower a similar platform. Most noticeable of all was the absence of davits on motorboats, which seemed to favour small cranes which would pick the dinghy out of the water and swing it onboard onto some form of cradle. A simple and elegant solution.

Wandering Star is a centre-cockpit boat with a small aft deck and large sugar-scoop stern. The backstay was split about ten feet above the deck and connected to two chainplates on the stern about five feet apart. A Caribe dinghy is a little over five feet, but the beauty of an inflatable boat is its flexibility! Stripping all the pieces out of the dinghy to lighten it, and with the help of friends, I tried maneuvering the dinghy lengthwise into the stern of *Wandering Star*, between the backstays, and it looked like it could fit.

A plan started to take shape! If we could mount a swiveling crane to one side of the rear step and make some rails to support the dinghy above the sugar-scoop stern, a little above the aft deck so the V of the dinghy bottom would be clear of the deck, then the dinghy would be supported in a similar fashion to when being transported on a boat trailer or trolley. The flat fibreglass portion of a nine-foot RIB is fairly short and support would only be needed along a section about three feet long and close to the transom.

Some old bimini frames from a catamaran provided the stainless tubing with one bend already done. Two rails rising from the large rubbing strake around the stern platform and then curving around the shape of the stern to tie in with the pushpit formed an obvious gateway where we could mount our swim ladder. Two more rails would "T" off these and run forward to the aft deck to support the dinghy.

Changing the backstay to twins would open up the entry onto the aft deck a little more, and all that was left was to find was a crane. Easy you might think, with all those motorboats around, but a troll through the various catalogues and even the internet was to prove frustrating. We found one manufacturer in the States but his prices for stock items was, for us at least, prohibitive, let alone the customised crane we required to fit on our crowded stern. Trinidad is normally a great place to get things fabricated, but last year trying to get anything done also seemed frustrating. Pricing also seemed to be prohibitive, but that's another story.

Eventually I sourced some four-inch schedule 40 aluminum tube to make a standpipe to be bolted to the flat deck on my stern and fixed at the top to my old davit mounting. A Delrin base plate inside the tube with plain Delrin bearings top and bottom would allow the crane constructed out of three-inch aluminum tube to be supported and yet swivel freely. Designing the cranes offset to clear other fixtures on the stern and still give sufficient height and range to pick the dinghy up cleanly from the side of the boat, and bring it around and into the aft deck, was largely trial and error, playing with sections of plastic waterpipe and lots of measuring.

A one-and-a-half-inch tube bent to the appropriate radius, together with side plates, would support the weld of the offset joint and attachments for a winch, and turning blocks would complete the design. I cut all the sections myself and took the parts to a machine shop for the welding and bending operations, the parts looked huge but finally it looked like a crane. Once it was painted and fitted on the stern then it just seemed to blend and fit in with the radar arch and solar panel structures already there.

It was another month before we were able to go back into the water and put the new structure to the test away from inquisitive eyes, but the project was a 100-percent unmitigated success. The crane raised the dinghy together with all its load of engine, fuel and spares easily, and swung it round into the stern of the boat where it sat. It was so snug and secure that we felt confident about motoring up and down to the Trinidad anchorages without having to tie it in any way. It is a one-person job now to haul and stow the dinghy — no more damage dragging it over the rear step. The engine is probably better supported on the transom of the dinghy than it would be on its outboard bracket. Fitting in longitudinally means that the dinghy will always drain on either tack in the event of heavy rain. It is such a neat solution that many people going past our boat when the dinghy is mounted on the stern don't even notice that it is there.

Some months down the line we have thoroughly tested the stowage with some very rough seas, but all remains secure. This project has had advantages we never dreamed about and makes our cruising not only easier, but also safer, as the dinghy with its 15-horsepower engine in place is readily available for use in any emergency, from a man overboard situation to just assisting with propulsion into an anchorage should the main engine fail or not be available due to a rope round the prop. Total cost of the project was less then US$1,000. Confident about the system, we got our new dinghy — but could only afford a used one with the handles all torn and the sides scuffed where the previous owner used to have trouble securing it on his davits!

About the author: Glyn is a supporter of the "If it looks right, it probably is right" College of Nautical Engineering. With his wife Jenny, he has been cruising full time for nine years, and in the Eastern Caribbean since 2000.



Above: The crane lifts the dinghy — outboard and all — and swings it into place between the backstays and under the radar arch

Below: The dinghy's support rails form an obvious gateway and hand-holds for the swim ladder





ADMIRING THE ANGEL

By Cruisin' Canucks

Unexpected downpours of rain in Cumaná had led us to take a break from the boatyard and head for some of Venezuela's inland wonders. Who could paint a boat in the rain? And who wouldn't want to see Angel Falls? Arriving in the nearest town, Canaima, totally exhilarated by the small-plane flight (see last month's *Compass*), it seemed the short wait for the tour operators to get their act together was considered by some people as disorganization. I would rather think of it as a collective calm among the operators themselves. They knew how many people had to show up and they would not leave anyone behind.

Our group consisted of French, German, Colombian and Swiss couples, with a few singles thrown in. As with most of our South American adventures, we were the only ones representing the Maple Leaf. We loaded up in an enlarged pickup 4X4-style vehicle which I am sure was military salvage used to carry troops in some war years ago. No one really minded, as the seats were clean and the view was great. Too bad they forgot to fill the truck up with fuel; halfway up a hill the 4X4 part of our trip came to an unceremonious halt.

Gear in hand we all hopped out and proceeded to partake in the short hike to our next conveyance — a canoe — with laughter and joking that transcended any language barrier. This was really going to be fun. The 12-person canoe powered by a 45-horsepower motor awaited us at the end of the trail. At this point we realized that our intended itinerary had changed and although a bit concerned, the "go with the flow" attitude prevailed. Having watched all of our gear being stowed meticulously in a manner that shouted to us that we were about to be involved in something more then just a little meander on a quiet river, our group cautiously boarded the vessel.

—Continued on next page



ALL PHOTOS: ROTTEVEEL

This is it — the highest waterfall in the world. Angel Falls has a total drop of 3,212 feet and a longest single drop of 2,648 feet





Our provisions preceding us on the river journey to the falls

We all knew we were going to get wet! This was going to be a great test for Barb's new waterproof camera case.

The canoe was expertly guided through what started out as tranquil waters and ended up as an embroiled river torrent. We literally jumped up the small waterfalls and careened around rocks and trees. The constant chant of the operator's assistant, "mano mano" (in other words, watch out for your hands), was for good reason as our canoe and the rocks both showed the battle scars of paint. I am sure that these rocks have eaten a finger or two in their time. The boat trip came to a partial stop as we hopped out at a portage spot. The 40-minute hike over a flat savannah was a quiet interlude and offered everyone a chance to enjoy a 360-degree view of a spectacular piece of natural real estate. Once all the liquids were drained and…

—Continued on next page



'The base was inviting the swimmers to partake in a magical dip in this magnificent location of rock formations, jungle and spectacular waterfalls'



—*Continued from previous page*

...replenished our little band of international adventurers politely and silently negotiated for the best seats the high-speed canoe could offer and we were again speeding up this magical amusement park ride.

The halfway point was a place called Happiness Falls. All of the thrill seekers clambered over the rocks and ventured into the wonderful pools under this picturesque waterfall. The water was warm and refreshing and inspired this group of adults to giggle with glee like kids running through a sprinkler on a hot day. The lunch provided was devoured by all, leaving the birds and fish that hung around disappointed by our culinary satisfaction.

Off we went up the river for more thrilling turns, rapids and white-water excitement. We arrived at our hiking outpost after a trip that our minds were saying should have lasted longer but our bums were saying enough is enough. It always amazes me how the different parts of our bodies react to travel. If you are considering this trip take one of those bleacher cushions with you.



The trip began and ended in tranquil waters. Tepuis, or table mountains, are this area's signature geological formation

The hike to the base of the Angel Falls is well marked and started out as a lovely stroll through the jungle of Venezuela. Barb's fascination with flowers and fauna found us meandering mostly alone with little intention of catching the others up, much to the curious frustration of our guide. He soon learned that we were fine and his initial worry for us wandering alone at the back of the pack was replaced by the silent understanding that only body language can interpret.

The Angel Falls lived up to its billing as a fantastic, almost divine sight as it towered above us after our two-hour hike. The base was inviting the swimmers to partake in a magical dip in this magnificent location of rock formations, jungle and spectacular waterfalls. We decided to forgo the swim as the hike had definitely taken the wind out of our sails and we found a powerful force holding us to the view. Our feet had taken the brunt of the hike as we had undoubtedly made the wrong shoe selection. A little hint to fellow travelers in regards to footwear selection. If you see a guide who normally goes around barefoot lace up a pair of hiking shoes, it would be wise to follow suit! The beach thongs just don't cut it, even though we had been told that they would be fine.

The hike down from the falls was filled once again with plant photos and a surrounding sense of awe until dusk. We all popped into the canoe expertly and made the short journey to our camp. The chicken grilling on an open spit was a bit of distraction while we chose our hammock spot, but all was good for everyone (excluding the numerous chickens that perished to satisfy our hunger).

Morning came early, as I was given a hint that the Angel was best admired at sunrise right from our camp. I was not disappointed as the entire mountainside changed from a dark looming shadow to a brilliant gold spectacle in the matter of an hour. Completing the morning ritual by skinny dipping in the river brought all the sensations of this magical place to a wonderful climax and the day was only just beginning. With a hearty breakfast and the obligatory coffee, we were all ready to climb into the canoe for a race down the rapids to Canaima. Our international band of travelers had thought through their collective awe at the Angel Falls that this would be the highlight of the trip. The digital cameras and videos whirled and clicked until most batteries were down to their last few drops of power to get every possible photo. You will see in our next episode that as spectacular as Angel Falls were... the best was yet to come.

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Panama's Gamboa Rainforest Getaway

by Suzanne Longacre

Got your Panama Canal transit date, but it's still days or weeks away, even though you've worked like beavers to get everything ready on your boat for your Pacific or Caribbean adventure? Or are you in Panama City to check out expat retirement alternatives, real estate investments, picking up boat supplies or getting your last "urban fix" for a while? You could be a perfect candidate for a truly remarkable, close-by getaway — for one day or several — a visit to Gamboa on the Rio Chagres at the Panama Canal.

PHOTOS (2): JOHN GIDEONSE



From the modern man-made marvels of the Panama Canal, the natural wonders of the Gamboa Rainforest are within easy reach

We recently spent four days there with family visiting from Florida for the holidays. Beaches and warm weather are not big draws for Florida folks — they were looking for adventure coupled with carefree relaxation from the everyday hustle and bustle of modern work and school life in the USA. So after a busy week aboard *Zeelander* in Bocas del Toro cruising the archipelago, snorkeling pristine reefs, watching dolphins frolic and butterflies flit, kayaking, horseback riding in the jungle, spotting red frogs, touring an organic chocolate farm, winning Second Place in the Bocas Lighted Boat Parade and celebrating New Years Eve at the marina yachtie-style, a change was on order for the two grandchildren and their parents.

When we arrived at the Gamboa Eco-Resort before noon after a 20-minute ride from the domestic air terminal at Albrook, we were warmly greeted with a welcome drink in the Monkey Bar and confirmed our e-mail reservations for the 3:00PM Aerial Tram Tour. Because our rooms weren't quite ready (checkout is at 1:00PM), we hopped the free shuttle to Los Lagartos, the riverside luncheon restaurant at the resort's marina. Seated on the terrace, you can see all the Canal traffic passing through a few hundred yards away. We were also graced with wildlife company just over the railing — turtles on a log, small ferret-like animals and many birds in the trees above.

The six-year old Rainforest Aerial Tram is a bit smaller than the one in Dominica, but it boasts a marvelous, very tall Observation Tower at the top of the hill, with user-friendly ramps instead of steps. The breathtaking views over the rainforest canopy are of Soberania National Park in which Gamboa Resort is located, the Rio Chagres all the way up to the dam, and the Canal itself with its never-ending stream of marine traffic. Our guide was extremely knowledgeable regarding the flora and fauna, providing a fun educational tour for adults and children alike. After the tram, we also visited the on-property Aquarium (learning firsthand the difference between crocodiles and caimans), the Butterfly House, the Orchid Nursery and my grandson's favorite, the Serpentarium (Snake House).



Our spacious rooms boasted a balcony overlooking the grounds, pool, river and mountains beyond, with hammocks so comfy I bought one for *Zeelander*, plus the usual five-star amenities.

The next morning, we boarded covered launches at the marina for tours of Lake Gatun: the men went to Radio Island to see the remains of the strategically important military post established to protect the Canal during WWII, as well as the wildlife ashore and along the lakeshore. The rest of us opted for the Monkey Island Tour, which also featured a crocodile sunning on the banks of the lake. I remembered vividly when we made our Canal Transit in 1995 how relieved we were to jump in the cool lake after anchoring for overnight after a very hot day after transiting halfway from Colon. Little did we know at the time that the lake is home to many resident crocs! The howler monkeys were hard to spot — they've learned to camouflage themselves very well — but on the next island, hungry capuchins were awaiting their regular treats. They actually climb on board the roof of the launch for real up-close encounters. Yes, the grandchildren were thrilled (as were their mother and grandmother).

We spent the afternoon vegging out at the huge tropical oasis they call a pool. In the Monkey Bar that evening, we had an interesting conversation with a marine bio-engineer from the Smithsonian Institute, which has a Research Center on the Canal, as well as the excellently designed Marine Environmental Exhibits at the end of the Amador Causeway on Culebra Island in Panama City. My 11-year-old grandson is considering a career in Environmental Engineering, so who knows — maybe a seed was planted!

While the rest of the family arose at daybreak the next day for a Birdwatching Trek along the famous Pipeline Road in Soberania National Park, your sybaritic writer opted for a therapeutic massage in the resort's very well-equipped spa. After dinner that evening, we all went on the "night chiva" (open-sided truck) to see nocturnal wildlife with a spotlight. Both the night chiva and the kayaking are free resort activities, as are guided daily nature treks along the Las Cruces Trail or the Chunga Chagres Trail. The pool, restaurants and tours are all available to day visitors, a wonderful option for those with limited time or resources. Gamboa Resort's location, about midway between Colon and Panama City, makes it easy to reach from either the Caribbean or the Pacific coast. Checkout their website at www.gamboaresort.com.

Bidding farewell the next morning was not easy, though we chose a very special way to return to Panama City: a partial Canal transit, terminating at Flamenco Marina on the Pacific. Gamboa's unfailingly helpful guest relations staff, Katarina Litvinova, had our luggage transferred to their bayfront highrise sister property, the Intercontinental Miramar on the Bay of Panama. The location was superb, service was top-notch and the facilities luxurious.

We hope our family was as thrilled going through the Pedro Miguel and Miraflores Locks as we were many years before. Our three guys took a side trip out to Miraflores Locks from the City to see the excellent new bilingual museum there — especially for engineering types. We all visited the well-done Panama Canal Museum in Casco Viejo (the area is being restored to its former Colonial elegance), though it would have been more helpful with the addition of English translations. Fine restaurants (our favorite was Eurasia), city sightseeing and shopping awaited — gifts and clothes for the landlubbers, boat parts for us.

We truly enjoyed our city fix off the boat, but the real winner was escaping to Gamboa — a wonderfully stimulating and relaxing way to spend a day or more.

Circumnavigators Suzanne Longacre and John Gideonse are currently cruising the Western Caribbean aboard their 39-foot Privilege catamaran.

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'PET SITTING' YOU SAY?

by Mary Heckrotte

For the past 15 years, we've lived on our sailboat, *Camryka*, presently in Bocas del Toro in Panama. We don't know much about living in a house anymore, but we think it might be getting close to time to think about "landing" somewhere. So we thought trying out a few houses might be a good idea. When Jim and Sumayyah McCarren, owners of Buena Vista Bar & Restaurant and Buena Vista Realty in Bocas asked if we'd like to stay in their house out at Bluff Beach and take care of their two dogs for three weeks while they went to the US, we said, "Sounds interesting!"



We knew we'd be 'sitting' two big dogs (seen here having beach time with our boat dog)...

So we went for a visit mainly to see if Mandy, our little Miniature Schnauzer, could hold her own with Guinness and Bluff, their two huge Rottweiler/Dobermans. Guinness, who's still a youngster, seemed delighted, treating Mandy like a brand new mouse. The two of them took turns chasing one another up and down the beach, Mandy giving it her all-out best and Guinness just loping along in low gear. The more mature "boss hog" Bluff looked upon all this foolishness with complete disdain.

We looked at the house. Solar power? Cooking with propane? Water collection? Back-up generator? Really remote area? *No problema*, kinda like living on a boat that doesn't move. Yeah, we can do this. We packed drinks and food and books and computer and chow for Mandy — oh, and a few clothes.

We must confess to being a bit intimidated by the condition of the road out to Bluff Beach. Jim and Sumayyah took us out to their house in their big four-wheel drive



... but I never dreamed I'd end up really sitting on this baby!

SUV, only six miles from Bocas Town but it takes nearly an hour through the incredible potholes. It only took one look at those little planks called "bridges" to make us say "hunh-unh!" to driving the SUV.

Instead they left us with their two all-terrain vehicles — ATVs. We were there several days before we got up the nerve to for a trip back into Bocas Town. But woo-hoo! What a ride! We raced through the jungle, splashed through surf, and plowed through those incredible potholes, ending up with mud splattered to our knees. Yes! I want one of those things for the boat!

Life was definitely a beach out at Bluff Beach and my fingernails were even growing with no boat chores to keep them broken down to the quick. Mornings we sat on the porch, *muy tranquilo*, reading, listening to the waves whooshing just across the road, the parrots coming and going through the trees, the geckoes squeaking down the walls, howler monkeys in the jungle surrounding us. Carl liked the rocking chair and I liked the two wicker chairs with purple cushions.

Well... at least until I decided it might be more comfortable to sit with two backrest cushions in one chair. I'd been snuggled in for about an hour or so, feet propped up, reading, relaxing. The sun had moved. The other chair would be better. So I grabbed the backrest from the chair I was sitting in and — ohmigawd, a SEAT MATE!

There, curled in the crevice under the backrest, where I'd been keeping him snuggly warm, was a three-foot long boa constrictor. Maybe next time we'll ask a few more questions about exactly what kind of pets we'll be sitting.



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Caribbean Sports for Cruisers:

Conversations, Connections and the Cricket Cup

by Ralph Trout

When was the last time you played a sport other than "who can consume the most cashews"? What do we cruisers do for exercise besides bench press a few cocktails at sundown every evening, or labor our jaws on the morning net? Card games don't count, but competitive sailing or windsurfing does. (Pool, billiards or snooker also count because you are walking around a table.) Most boats have snorkeling gear, but other than going to scrub the waterline, when's the last time you actually went for a swim? We've all got the required canvas sports shoes, shorts, jerseys and hats, but is your vessel equipped with a volleyball, a baseball, a basketball or either type of football? A few yachts have a handy tennis racquet for cool mornings, while even fewer stow slightly rusty sets of irons and woods. The universal claim is we cruisers are spectators to the natural wonders of the islands, yet islanders are very competitive in sports.

A lot of us read about the islands before we visit. We learn of the natural wonders, the flora, the animals and birds, and most try the local cuisine and beverages to really understand and mingle with the locals. Yet we stick to our version of sports, and they stick to theirs. How hard is it to get a grip on the sports connections as an easy common denominator?

In the mid-Eighties, Luperon on the north coast of the Dominican Republic had one lone dock with a half a dozen rusting hulls. Once we satisfied all the hurdles of clearing in and were satisfying our thirst with "muy fria Presidentes", the local kids took to our New York Yankee and Pittsburgh Pirate ball caps. A few cold ones later, we were bantering in broken Spanish with partial English with others at the bar as to who were the best baseball players. After sharing a bottle of Brugal we realized that both Babe Ruth and Ty Cobb had been born in the Dominican Republic.

Weathering the hurricane season on the south side of Puerto Rico the year following dramatic Hugo rejuvenated my dormant baseball fever. It seemed every Puerto Rican was either a friend or a relative of a major league player. The Alomar family, Sandy Senior, Sandy Junior, and Roberto, all extraordinary pros, are from Salinas. Roberto Clemente, the Hall of Fame right fielder, is from Carolina. Puerto Rico was a great place to watch the World Series.

If you can't see the Series in PR, try the DR around Laguna Verde or San Pedro de Macoris, from whence Sammy Sosa and Pedro Martinez hail. Check out the Stadium Milwaukee built in Puerto Plata to cultivate players. Nearby, differently aspiring teens cultivate sugarcane.

If you aren't truly competent in Spanish and are headed for Havana, try speaking baseball. The USA's long-standing embargo has not stopped quality players from emigrating, transforming from socialists to capitalistic millionaire idols. The great twin Canesco brothers, Jose and Ozzie, are Cuban, along with Luis Tiant, Tony Perez, and Bert Campaneris.

Every nationality has its own internal sports clock to know the dates of championships. During the '98 season I was in Bequia drinking at the Frangipani and trying to locate a TV with cable to see the sixth game of the NBA Championships. The bartender recommended a small rum shop in the village of Hamilton. It was a rainy night and I straggled into the pub just in time to see Michael Jordan sink his last jumper as the Chicago Bulls beat the Utah Jazz. Everyone shrieked with joy as the world's best-known hoopster was the hero again. I often wonder how many tall men in the Eastern Caribbean islands have never touched a basketball, yet given the chance could they have played professionally, like St. Croix's Tim Duncan, the star of San Antonio's NBA championship team.

Golf is a good topic, and Tiger Woods translates easily throughout the islands, although Stephen Ames of Trinidad is the only big money-winning golfer from the Caribbean. Those rusty clubs and woods can be used on most islands. Isn't it amazing that parched Canouan only got electricity in 1994, but about a decade later billionaire Donald Trump has a tournament golf course there? Two more tournament-quality golf courses are under construction in St. Lucia.

American-style football is extremely rare in the islands and it is difficult to view American football beyond the Virgins, where every resort is bound to have either the Sunday NFL games displayed or whining tourists displeased. Although I was into about my third year of serious cruising, party Sundays with the NFL still beckoned. I had watched weekly games at the medical school in Grenada, but the students weren't fanatics. I wanted the type of drunken Super Bowl festivity I had grown accustomed to at St. Thomas's Greenhouse. I hauled anchor to tourist-mecca Bequia, only to discover its cable was blanked for the game. Passing cruisers told of a big set-up at the Train Station in Rodney Bay, St. Lucia. Off I went and found 200 folding chairs with only four viewers.

Swinging on the hook in Chaguaramas, I suffered through a lot of locally televised cricket matches. To make matters worse, they are replayed either in the early morning or late at night. Being a slow-moving sport, to me a cricket match was a substitute for a sleeping pill. But in the boatyard, maxi-taxi bus, or bar, cricket (or football; soccer to Americans) is the easiest conversation.

My first encounter with cricket was on Sundays next to the high school in the sand-fill on St. Thomas where dapper men played, dressed neatly in white, usually adorned in floppy-brimmed hats. Finding the game as complicated as French verbs, and too hot for me to sit and watch, I usually headed to the beach. Finally cricket was explained to me as the Brits' method of defining eternity. I learned the rules at the East Harlem Shelter Bar on a rainy Saturday in Nevis. I did not have enough in my pocket to get a Four Seasons' breakfast with a "complimentary" *New York Times*, so I was downing greenies and learning about "sticky wickets". In those days, Sir Vivian Richards and Gary Sobers were the men whose pictures adorned shop walls and who were emulated by every West Indian boy.

I will always question whether a top baseball hitter (with or without steroids) could hit a cricket pitch. The Babe Ruth of cricket, Brian Lara, is from Trinidad. Unimposing Lara has broken almost every international and Caribbean cricket record. I was lucky to see him play and the Windies actually win a game against Zimbabwe at the Oval in Port of Spain in 2000. Not fully comprehending the game, I didn't want to spend big money — bleacher seats then cost about US$4. Frigid beers for 90 cents US, hauled in icy five-gallon buckets, made everything understandable. Just as the NFL has tailgating, cricket has a party in the stands. I experienced the "Trini posse lime" move from the Oval to the Cricket Wicket on Tragarete Road. Once the match finished, grandmas, mothers and daughters started to wine to calypso. That's a real "tail gait"!

Always the spectator, I was anchored in St. George's Lagoon in '95 as the Grenada Yacht Club clamored with the opening cricket match at their new national stadium. More than slightly claustrophobic, I instead climbed the hill to the graveyard close to Maurice Bishop's monument and watched thousands of locals packing into standing room only. As usual, local rum shops buzzed for months as to which player should have done what, to help win that match.

> *Once the match finished, grandmas, mothers and daughters started to wine to calypso*

If you are a cricket dummy like I was, get knowledgeable quick, because this year a huge crowd will be arriving from the far reaches of the extinct British Empire. The Caribbean is holding the Cricket World Cup throughout the islands. There will be parties everywhere, and you have to learn to talk the talk if you want to imbibe with the revelers and realize that bowlers aren't only on the lanes, but in the fields. On April 12th, Grenada hosts the Winner B versus C. The semi-finals are at St. Lucia on April 25th. On April 28th, Barbados has the honor of hosting the finals. The price of tickets to the semi-finals start at US$300 and soar from there — seats for the finals are listed on the Internet at over US$800! I just hope there are enough hotel rooms, but cruisers have the luxury of bringing their own accommodations with them, and several yacht charter companies are offering Cricket Cup specials.

Whether it is the pitch, kick, hit, shot or hoop to win a game or a match, a medal or a trophy, Caribbean sports always revolve around a serious party, and if you speak sports you're in.

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Adventures in Choosing Cruising Crew

by Betty Karl

About three years ago, I had the opportunity (I thought it was a necessity) to attempt to find crew to help with passages, since I was abruptly left alone on my 47-foot boat in the Virgin Islands with hurricane season rapidly approaching.

Imagine a complete stranger invading your life and home, one who has assured you that he is the most capable, experienced crew you could find. Most of the men I've had on board have claimed previous experience on many cruising boats over 40 feet, and claimed to have been on numerous offshore passages. Most had amnesia when it concerned that experience.

Even after several weeks or months of e-mails and phone calls, the person who arrives is a stranger (and getting more so by the minute). Sometimes even the pictures they've sent don't resemble the actual person who arrives. Most times, their faces are hidden by hats and large sunglasses. Ahhh, so I can't compare them with pictures in the Post Office!

The first guy arrived with THREE duffle bags of stuff — good thing I told him to pack light. No personality, no sense of humor; I figured it's gotta get better....

Second day, at lunch, he informs me that this wasn't the vacation he wanted — he wanted the catamaran in the Bahamas where they go to a new place every day, dive and they have a giant watermaker AND air conditioner! I was nice enough not to inform him he was my fourth or fifth choice.

This guy was a PE teacher — physical education. I figured he would be in great shape, right? He could hardly bend over and couldn't keep up with my walking pace. He was shocked to find such "primitive" living on a 47-foot boat; all his friends had assured him that a 47-foot boat would certainly have air conditioning! Oops, he was talking to motorboat people living at docks.

First trip was a short trip between islands, luckily. I told him to point the boat into the wind so I could put the mainsail up — no problem. Then I go back to the cockpit and proceed to put staysail out — no problem. No help either. I put out the foresail — no problem, no help either. Finally, we're cooking along about seven knots, beautiful conditions, wind on the beam. I'm comfy — and so's he, sacked out in the shady part of the cockpit with his cute little wrist bands to prevent seasickness, one arm thrown over his face. Hmmmmm — I thought he looked a bit pale. On his first trip in the Caribbean, he did not sit up once, never looked around, until we entered the next harbor. At least he didn't get seasick. Those bands must work.

So, my first crew lasted three days. Gee, I sure hope it gets better — sure can't get much worse.

The second guy arrived with enough luggage for about six months, even though I only remember him wearing one shirt and one pair of swim trunks during the month he was aboard, except for the rare occasion when we went to a cruiser gathering.

He would go swimming every afternoon and after about a week, I noticed he was heading for the bow after every dip. Strange. So I watched one day while he faced the stern of the boat with his back to the wind and lifted the back of his swim trunks in order to dry off. What a treat for the group anchored in front of us having drinks and munchies in their cockpit.

This guy had trouble with a very complex piece of machinery on the boat. For some reason, he just couldn't get the concept of roller furling. You let out on one line (maybe I should say rope, in his vocabulary) while the other person winches in on the other. Yeah, I should have had him winch, but I considered it exercise. Anyway, I finally gave up with the frustration and did the foresails myself.

We left the Virgins to do a straight shot to somewhere in the island chain, ending up wherever the wind would let me point to. It was about the third day, after a rough night due to a tropical wave passing through, and I explained in excruciating detail that I was off the rhumb line I had set for an arbitrary landfall. I explained that I was tired since I had not been getting enough sleep off watch and I really needed to rest and since this was the most comfortable point of sail, it didn't matter to me that we were off a few degrees from the rhumb line. I stressed this with great emphasis — no problem, don't make changes. Okay, nap time for me and I passed out as soon as I laid down. About an hour later (it seemed like minutes), I felt the motion of the boat change and realized we were beating into the wind and waves and I could hear the water crashing on deck. I staggered up into the cockpit and asked if conditions changed. He had a broad smile on his face and said. "Look! We're right on the rhumb line again!" Since it's illegal to toss crew overboard and it would be lots of trouble explaining where that person was at the next port, I asked him if he remembered our discussion just a short hour ago. No changes, don't care about being on target — remember? Not much answer, just a nonchalant shrug. Okay, too much angry adrenaline for me to sleep so I told him he was off watch, which was probably what he wanted anyway.

At the next anchorage, he asked if I minded if he wanted to pee off the deck. I said I didn't care as long as it wasn't a crowded anchorage, and do it discreetly. I didn't think anything of it but a day or so later, I notice he's going at the gate in the middle of the transom. The boat has a reverse transom and there is no way he's clearing it. When I told him that I didn't mean for him to pee on my fiberglass, he gets up out of the cockpit, walks over to the transom, looks down and then comes back and sits down. "Gee, it doesn't look yellow...."

Time for a break for me after he gets off the boat at the next harbor and I decide to spend a few months alone on the boat and do the next couple of passages by myself.

When I'm ready to go back to the Virgins again from Venezuela, I carefully pick the next crew guy. Okay, so he's a racer, big deal. But he's got 30 years of experience at it, so he's gotta know the pointy end from the other end. He claims he wants to learn about cruising since he wants to do that when he sells his house. I spent months e-mailing this guy and phoning him and telling him about some of the other crew I'd had. He told me he was eager to learn all about cruising and I'd be a great teacher because I'd been cruising for years.

I think I really have someone coming with potential and someone with the willingness to do it right. Great; I can deal with the inexperience. No problem while we were at a dock — except for the bizarre question about the head. One morning he comes out of the head and claims the water is ALL BLACK and oily. Is the head connected to the bilge? I looked over the side of the boat and pointed at the water and told him that's exactly what's in the head.

Time to get the boat ready to go, I asked him to take the jib sheets from the bow where they were coiled and bring them back to the blocks and into the cockpit. Okay, no problem, but I suggest he may want to redo them and put them OUTSIDE the shrouds. He's standing there at the shrouds, frowning and then grabs the courtesy flag halyard, shakes it, and asks if they should go on the outside of that too.

We went on a short day passage, which unfortunately turned out to be a motor trip. We anchored in a calm little harbor just in time to take a quick swim. I asked him to check the anchor to be sure it was dug in; the water was so clear and shallow I was sure he could see it. He came back from the trip to the end of the anchor rode and told me it was all buried. It was such a calm, peaceful night that I slept well and in the morning decided to go for a swim. Just for exercise, I went to look at the anchor and to my amazement, the flukes of my Bruce were pointing up at me! Thank goodness it was such a calm night and the boat had been hanging easily with just the weight of the chain.

After we were anchored at the next destination, I told him about these problems, as well as some of the others, and reminded him that he claimed he wanted to learn about cruising. At that point, his ego got the better of him and he told me that he was upset because he was missing a good deal on a boat in Florida because he was helping me take my boat to the Virgins. I suggested he better just go buy that boat real quick before someone else got it.

Next guy — yes, I do it again — has a captain's license, but (just in case I decide to check) he tells me that he let it lapse since he never used it. That should have been the red flag. In preparation for a trip, I asked him to go down and whack the barnacles off the prop. I know they're down there; I've been sitting there long enough for a nice growth. He comes back up and says they're not bad. Okay, so how thick are they? Oh, only about an inch on each side of the blade, but since the shape of the blade is still there, it shouldn't be a problem.

—*Continued on next page*

Join Antigua s Marine Community in an Amazing Cause

by Frank Pearce

Many of you have seen the Windjammer Barefoot Cruises stately mothership *Amazing Grace* when she calls into the islands. Well, this is not about her, it's about the Amazing Grace Foundation in Antigua — a totally different matter.

Riding a bus from English Harbour to St. Johns, you may see on your right-hand side on the All Saints Road, a white painted, cheerful looking West Indian house with the sign "Amazing Grace Foundation". It could be taken for a nursery school perhaps, but the cheerfulness of the exterior belies some of the hardship within, as it is a home, in some cases the only home, to about ten Antiguan children and adults who are all severely handicapped. Some cannot walk or talk and have been abandoned by their parents. The Foundation runs entirely on voluntary contributions and the Antiguan staff, who have hearts as big as watermelons, are paid a nominal amount but deserve much more.

The marine community in Antigua recognises the needs of the Foundation. For example, at the end of the Charter Yacht Meeting this year, various items associated with the Follies variety show were auctioned and as a result two new commercial washing machines for the home have been purchased. Various charterboat crews have pledged a share of their "tips" to the Foundation. Thank you so much, crews of *Sherakhan, Talitha G, Fleurtje* and others.

The home can use many things that the yachtsman may discard. Should you be updating your First Aid kits, for example, please don't throw away medicines or bandages; "use by" dates can be conservative and the staff can determine what is safe to use. Tinned or dry foods could enhance the regular menus, so don't be shy to donate them. Clothing is also welcome, together with bedding, blankets, sheets, toys and of course money.

If you are visiting Antigua and have anything you think may be of use, please contact any of the following: Roger Gardner on *S/Y Sanctuary*, VHF 68 or 771-9730; Frank or Sue on *S/Y Samadhi*, 464-2762; Maiwenn on *S/Y Hornblower*, 728 2807; Judith "Two Cents" on 464-3243. Any of us can arrange to come to you and collect goods.

Now for the fun part: every year Antigua Yacht Club creates "Hawaii" for a weekend down at Carlisle Bay. This year, on Saturday 10th March, a small fleet will set sail from Falmouth to race, in a leisurely style, downwind to Carlisle Bay. In the evening there will be a barbecue on the beach. On Sunday 11th, after Bloody Marys, there will be a lunchtime barbecue with a distinctly Hawaiian flavour: hulas, leis, a prize for loudest shirt (mine?), bikinis made from coconuts, buckets of "Pacific punch", etcetera.

The food, donated by local suppliers, is prepared by AYC volunteers and all proceeds from its sale go to the Amazing Grace Foundation. Last year this raised some EC$6,000 thanks to the efforts of the cooks and of course the donors, among whom were TCM Ltd., Horizons Ltd, Baileys Supermarket, Dockside Liquors Supermarket, Island Provisions and Best Cellars.

At the after-barbecue auction, you can get rid of some of those lurking "treasures" from your bilge, and then buy some more, all to the benefit of the Foundation. See you there!

For more information on the Foundation visit www.amazinggracefoundation.org.

—Continued from previous page

Sure, I believe that one! I convince him that the boat is not moving until the prop is clean and that's a crew chore. He borrows a Brownie machine from a friend of mine and spends forever chopping off those little barnies. Later, he's looking at the chart and asks a simple question: "How many miles between 62 degrees and 63 degrees?" Okay, maybe he forgot the captain's course.

This man convinced me that I should not be getting crew from the internet. It took me a week to get him off the boat due to numerous problems and a complete lack of consideration and respect. Since he kept telling me stories about why he couldn't get a ticket home, I was just about to buy him a ticket to the cheapest place I could find just to get him off my crew list. It was very uncomfortable (not to mention counterproductive and aggravating) having him on the boat and I never used the internet for crew again. He was the last crew I had on the boat before I did the passage from Margarita to St. Thomas solo, all the while thinking I was very lucky he was not aboard.

Near misses, as they would say at an airport.... Somewhere among these guys was a man who claimed he lived on a boat. His boat was a ketch, but then he said that ketch over there was nice. Did he mean that yawl over there, the blue one? He came down before a passage and never got to leave the dock. I said that I really needed to change the bow dock lines and got up to do it. While I was doing what needed to be done, he sat in the cockpit with his drink and watched. After I had finished and sat down, he proceeded to tell me how I should have done it.

I got a very nice e-mail from a man from Russia. When I asked him if he had a visa to go to a US territory, he claimed he had papers from the UN and all he had to do was request asylum when he reached US territory. No problem. Okay, but not on my boat.

I did have three guys who turned out to be good crew, even though one didn't have much sailing experience. It's interesting to note that these guys did NOT come from the internet. One was a man who could only stay a short while, unfortunately. He was recommended by cruiser friends I had known for years.

The next good guy I had on board wandered down the dock in Trinidad one day. He had just gotten off a boat and wanted to get on another and asked me if he could rent my V berth. We talked quite a while and he seemed like a nice person, interesting to talk to as we compared our cultures. He moved aboard and then decided to help me get the boat ready for passage. He really did help and fixed a few things, but I had to laugh because it seemed that every project he tackled required a hammer. It became a joke that whatever he did, he asked for the hammer first.

The third good crew was a man I met in St. Thomas who was working for a charter company and needed a place to stay. People knew I was alone on the boat and working, so they told him to get in touch with me. He started out by renting my V berth and ended up doing a passage south with me and remains a friend. As with the other two good crew people I found, he was considerate of my home, helpful with projects and preparations, and interesting company. Obviously, it helps to have friends recommend crew, or get to know them in person to get a good idea of what they would be like on board.

Most claimed to have been on numerous offshore passages.

Most had amnesia when it concerned that experience

It makes me feel better to know that male singlehanders I have talked to also have had problems getting qualified crew, or get crew who misrepresented their qualifications to get on board. There really is no way to check up on these people; even references can be phony.

It can be hard enough sharing your home with someone for a few weeks, but when that person is a total stranger, it's worse. When that person is inconsiderate and questions your decisions and ability while showing their own incompetence, it becomes unbearable. I found that it's less stressful for me to do a trip myself, even if it's multiple days, than to have someone on board who actually is more trouble than he's worth. Not to mention the chance that he could be an accident waiting to happen. The old saying "you never know someone until you live with him" is totally true.

Now that I've sold my boat, I don't have to find crew and I don't have to do passages by myself. Even so, I will miss my boat. I guess I'll put in some land time and maybe find someone else to sail with. I think I know how to be a good crewmember.

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MARCH 2007

♈ **ARIES (21 Mar - 20 Apr)**
A female crewmember or boating buddy will be a source of help in business, but it's best not to get too involved on a personal level as it could turn into complications after the 18th.

♉ **TAURUS (21 Apr - 21 May)**
Romance will take a tack towards rough seas after the 18th. This could have a negative effect on your business plans.

♊ **GEMINI (22 May - 21 Jun)**
You'll have gale-force work energy this month. Use it to best advantage on board by attacking that boat project you've been putting off for so long.

♋ **CANCER (22 Jun - 23 Jul)**
High tides of creativity and communications will be flowing this month. Make the most of this aspect by clearing up any correspondence or business left undone.

♌ **LEO (24 Jul - 23 Aug)**
Romance will be of assistance in keeping your business on course this month. You will have happy sailing at this time.

♍ **VIRGO (24 Aug - 23 Sep)**
The aspects that are positive for Leo this month will cause problems for you in your love life. Reef down — there could be some bad news around the 16th.

♎ **LIBRA (24 Sep - 23 Oct)**
You'll have a full cargo of energy and drive. Use it towards improving conditions on board. A touch of paint on the bulwarks will do wonders for your sense of accomplishment.

♏ **SCORPIO (24 Oct - 22 Nov)**
March is a good month for you to work on creative ways to improve your personal life and relationships with crew or cruising pals.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
With Jupiter in its home port of Sagittarius, things will be bright and cheerful for you. Make the most of it by spending your off watch having fun with friends and family.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Romance in your life will change course from sailing away to tacking towards you, bringing calm seas and fair skies.

♒ **AQUARIUS (21 Jan - 19 Feb)**
You will have lots of work energy so put it to good use doing repairs on board. There may be a spinnaker broach on your business course around the 20th.

♓ **PISCES (20 Feb - 20 Mar)**
Don't get overwhelmed by the plethora of things demanding your attention. Make the situation into a positive by completing some of the easier tasks aboard ship to clear the way for more difficult ones in the future.

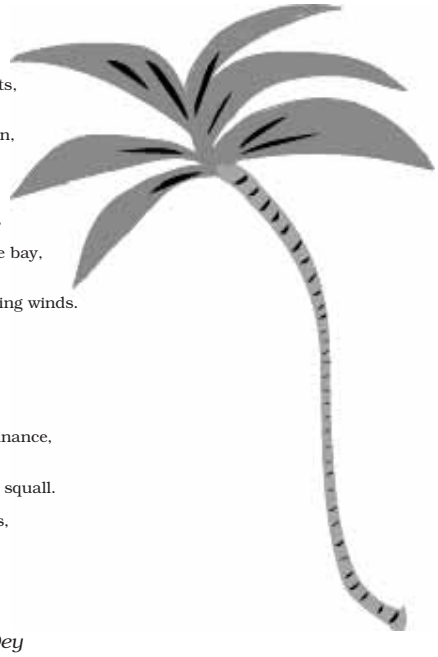
Crossword Solution

ACROSS
2) SWINGS
4) STAYS
6) SLOE
8) SWAGE
9) SLANG
10) SW
12) SUPPORTS
13) SWIRL
14) SUD
16) STOW
18) SURVEY
19) SWASH
21) SURF
22) SE
23) SALINE
24) SWEAT
25) ESS
26) SCUD
27) SILL

DOWN
1) STEW
3) SWIGS
4) SOS
5) SWEEP
7) SALTY
9) SWORD
10) SUDS
11) SWIM
12) SPLASH
14) SURGE
15) SWIFT
16) SYSTEMS
17) SWEAR
20) SWIVEL
22) SETS
24) SWAB

Island Poets

Mozart under the Coconut Fronds

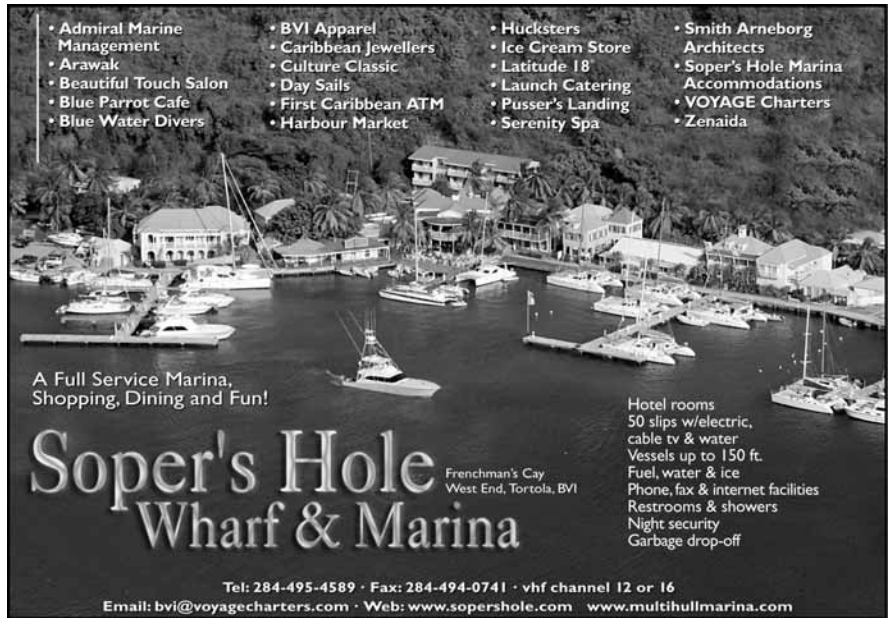


"Imagine La Bohème on Bequia!"
I said to a friend at intermission.
"And from a lithe soprano, no less!"
She was in a group of Oslo conservatory students,
"Pirates from the Norwegian Fiords,"
doing Schubert, Chopin, and Debussy.
But the first half was a mere warm-up, a turn-on,
as were the violin slopes of the woman
dressed in see-through fabric and waving a fan
in the audience beside me.

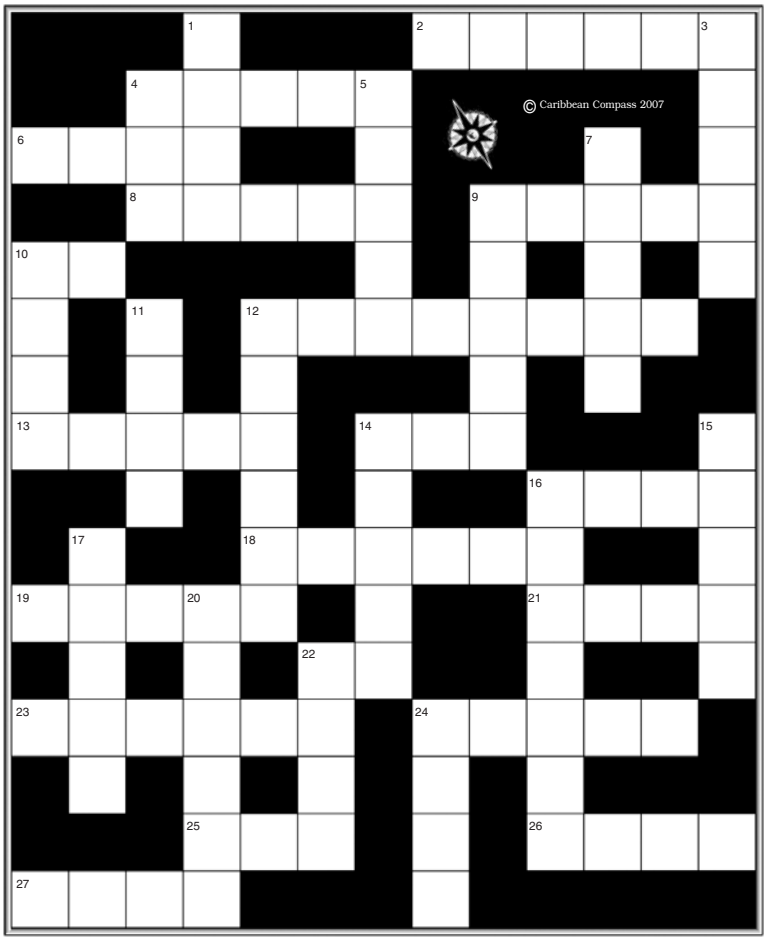
Then, as they began the evening's main offering,
a squall came through. A squall!
As the clouds drove over the hills and across the bay,
blackening the sky above Piano Concerto 11,
a fierce wind was followed by fierce driving rain.
Coconut fronds reared back, roused by the gusting winds.
Inside, rain drummed on the pavilion roof
and the wind scattered sheet music,
while the musicians, unheard, played on,
only smiling to acknowledge the drowning rain.

And then, as quickly as it came, the squall left,
leaving the island wet, secretly glistening.
The piano, tempo di minuetto, regained its dominance,
augmented now by a chorus of tree frogs —
could Mozart possibly have imagined tree frogs?
The tree frogs had come alive in the wake of the squall.
They came in concert not only with the piano,
but with the slopes of my neighbor's shapeliness,
in a fantastic confluence, an ecstasy —
not that she'd stayed past the intermission.

— Richard Dey



Compass Cruising Crossword



'Nautical Alphabet: S'

Part 6

ACROSS

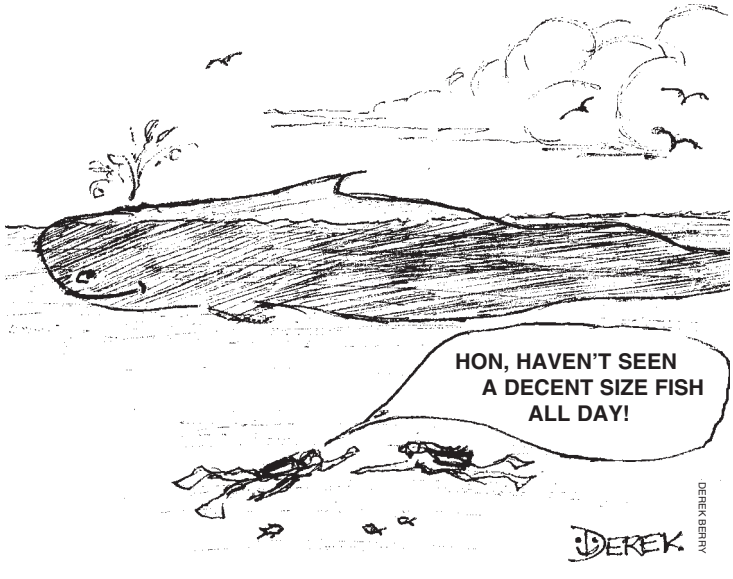
2) What a boat at anchor does when tide turns
4) Fore-and-aft standing rigging
6) Gin Fizz ingredient
8) Type of fitting for standing rigging
9) Vulgar talk
10) Compass point (abbr.)
12) Reinforces
13) Whirling motion
14) South, in France
16) Pack for sea
18) Vessel inspection
19) Shifting of liquid from side to side
21) Ride the waves
22) Compass point (abbr.)
23) Seawater is this
24) Haul line as tight as possible
25) Letter of the day
26) Run before a squall
27) Timber at the foot of a dry dock

DOWN

1) Good hot meal at sea
3) Drinks
4) Morse distress signal
5) Long oar
7) Sea dogs are this
9) Pirates fight with this
10) Soap by-product
11) 'Sink or _____'
12) Wet accidentally
14) Tidal wave action
15) Fast
16) Methods
17) Curse
20) A snatchblock can be this type
22) Waves come in these
24) Deckhand

— *Solution on page 36*

Derek



parlumps marooned



DOLLY'S ANSWERS:

1) SURROUNDING
2) SEINE
3) TRAWL
4) DREDGES
5) LIFT
6) FALLING
7) ENTANGLING/GILL
8) TRAPS
9) HOOKS/LINES
10) GRAPPLING/WOUNDING
11) HARVESTING

THE BUGGY RIDE

by Lee Kessell

Over in Barbados, Trevor had a cousin Ernie. Now Ernie, his sister Nyna, his Aunt Josefina and his Uncle Solly lived in a small town on the Atlantic side of the island.

Trevor loved staying with his cousin in the little concrete house perched on coral rock up and over the hill from Sweet Bottom where Uncle Solly kept a motherly chestnut cow, two black-and-white goats and a pony. Matilda the pony was as old as Nyna; that is, she was a sturdy, mature old girl going on ten. Uncle Solly had let his children ride Matilda in a gentle walk over the coral roads ever since they could walk but this year, Uncle Solly had built a buggy!

Always clever with his hands, Uncle Solly had got hold of two old bicycle frames, put new rubber tires on the wheels and joined the frames together with two good pieces of timber. He had then built a two-seater buggy on top of this with a padded cushion to sit on and a backrest for even greater comfort. He had kept the brakes on the back wheels and the brake levers were so positioned on either side of the seat that you pressed the levers away from you. As protection from the sun and rain he had constructed a roof on metal struts. The whole thing was painted a dignified black.

So here was Trevor in Barbados just at the time when Uncle Solly had finished making his wonderful buggy. He had taken Matilda and Ernie for a test run and pronounced that it was pretty well perfect. Ernie and Trevor couldn't wait to get their hands on the new buggy.

They hung about the house waiting for Uncle Solly to go and play dominoes with his friends and the minute his back disappeared over the hill, they raced to the shed, pulled out the buggy and the pony harness, got hold of Matilda and began to put all of them together. This took some doing, because Ernie had only been out in the buggy once and although he thought he knew how to harness Matilda between the shafts, it took some trial and error before he was satisfied.

Matilda wasn't too pleased to be harnessed to the new buggy. She had been out in the paddock all day and when the boys came for her she thought they were taking her to her stable for the night, where she would be given a big bundle of freshly-cut grass and a bucket of delicious oats soaked in water to soften it. Matilda stamped her little foot and jerked her head but the boys were determined and poor Matilda really had no choice in the matter.

> *'Mummy, Mummy, look de pony cart!'*

"Okay Trevor, hop in!" grinned Ernie as he held the reins.

Trevor climbed up on to the left-hand side of the buggy and Ernie walked Matilda out of the yard and onto the coral road that ran along the edge of the cliff where the Atlantic waves hissed and thundered. He then leaped up onto the seat beside his cousin and pulled the pony's head back from the tough grassy verge.

Naturally Matilda wanted to walk in the grass and munch at the tufts, but Ernie knew that between the road and the cliff edge there were many hidden hollows and Matilda could hurt herself if she stepped into one of them. He allowed Matilda to walk slowly on the crushed coral road because her delicate feet were unshod. He would let her head go when they reached the paved surface. Once around the bend in the road and Matilda put her foot on the paved surface, off she went into a rattling gallop. This gave Ernie quite a start and he pulled back on the reins and made the pony trot.

Soon the road began to climb the hill and the village houses opened up on either side of the road. Little children came out of their doors and waved pleasantly. The boys waved back. Parents stood and looked at the boys sternly.

"Hello Mr. Hodge!" called Ernie politely.

Mr. Hodge frowned. "You boys be careful with that buggy. Does your father know you're out?"

But Ernie had walked the pony on and he escaped telling a lie by turning his head back and waving. Not-so-polite dogs barked at them crossly.

After a short plateau in the road, it took a very steep climb so Ernie jumped out and helped pull the cart as Matilda drooped her head and plodded upward. Trevor lazed back in his seat enjoying it all.

The road made a perfect right-angled bend onto a much busier road and as the pony wanted to move straight out into the middle of this road without a pause, (after all, the blinkers stopped her from seeing any approaching danger), Ernie had to pull back on the reins as hard as he could and Trevor, in alarm, jammed on the brakes on his side with all his might. He wanted to go back home to St. Lucia in one piece!

Now that the road was approaching the junction with the main road, cars sped up behind them at a fast clip, only to stop with an alarming screeching of brakes when the drivers realized that the vehicle in front was a slow-moving pony cart. When Ernie grandly gave the pass signal by a wave of his hand, children leaned out the windows, waved and laughed and called to their mothers, "Mummy, Mummy, look de pony cart!"

Adults gawked as they drove by, heads turning to stare out the back windows. No one could believe that such an old-fashioned vehicle still existed. Trevor and Ernie didn't care; they were proud of Uncle Solly's buggy.

Matilda, now on the straight, paved road, trotted on to the junction but as those annoying blinkers stopped her from seeing the main road up ahead, she was prepared to trot right into the cars speeding both ways at the T-junction. Ernie pulled back on the reins with a neck-breaking pull and Trevor pushed on his brake lever as if his life depended on it, which of course, it did.

Ernie waited at the junction while the cars raced along the road that would eventually come out of the cane fields to arrive in Bridgetown. Trevor looked out to make sure that the road was clear behind them, and then when all was safe, Ernie turned the pony's head for home.

Aahh — this was just what Matilda was waiting for! She picked up her feet and galloped full pelt back down the road. The buggy bounced and rattled and Ernie yelled "Hang on!"

—Continued on next page

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DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Apologies are due to those readers who tried last month's word puzzle. A font problem apparently omitted some of the symbols. So let's make this month's article one big puzzle!

A report in the journal *Science* says that the world's fish stocks will collapse by the year 2048 because of over-fishing, pollution and destruction of habitats. Fishermen have so far used new technologies to improve their vessels and their fishing gear to increase production. Now they must develop equipment which must have less impact on the environment if the fishing industry is going to survive.

The word **gear** means the tools used to catch fish. A fishing **method** describes how the gear is used. The United Nations Food and Agriculture Organization (FAO) classifies fishing gear in 12 different categories. Use the definitions given below to help you unscramble the headings and identify all twelve.

1) **SONIDRUGRUN** nets. These look like purses which can be drawn up around and beneath a school of fish.
2) **INSEE** nets. These are long rectangular nets which can pull a school of fish towards shore or to a boat.
3) **WRALT** nets. These are large nets towed behind a single boat or a pair of vessels to capture any fish which swim into them.
4) **GERSDED.** These devices are dragged along the sea floor to catch bottom-dwelling species, especially shellfish.
5) **FLIT** nets. These nets with their catch can be raised out of the water by hand or by a mechanical device on a boat.
6) **GLAFLIN** gear. This category includes cast nets which can be dropped on top of a school of fish to catch them.
7) **LAGGINNENT** and **LIGL** nets. These form walls of netting which hang vertically in the water to trap fish as they swim along.
8) **SPRAT**. Fishpots are left at sea for some days. Fish/lobsters swim in and are caught inside.
9) **OSHKO** and **SNELI**. Fishing with these is one of the oldest fishing methods. They can be used by individuals or towed at length from a boat.
10) **PLANGGRIP/INOWDUNG** gears. These include harpoons and spears which target individual fish.
11) **SHIVERGANT** machines. These use pumps to suck up their catch.
12) The last category is **MISCELLANEOUS** and includes anything not covered by the first 11 methods, for example, gathering by hand (with or without diving equipment), poisons, explosives, trained animals and electrical fishing.

— Answers on page 37

So, which of these methods is/are causing problems for global fish stocks? Find out next month!

ELAINE OLLIVIERRE 2007 ©

—Continued from previous page

"Oh God, de road ending!" hollered Trevor. It was the right-angled corner. But Matilda saw the cautionary black board with its white chevrons just in time and she clipped the corner on the wrong side almost tipping the buggy over and throwing the boys from their seats. Fortunately no car was coming around the corner or they all would have been goners!

Now the road began its steep descent and Ernie held on to the reins as hard as he could and pressed his foot forward on the brake. Trevor grabbed his brake lever with both hands and pushed. The buggy jumped and bucked and the struts holding the roof over their heads creaked and shook.

"Trevor!" screamed Ernie. "Use your feet! Press hard with your feet!"

Trevor let go of the brake lever; leaned back against the backboard and using his feet put all his strength into stopping the buggy. The brakes sang a high, unrelenting soprano interrupted by baritone groans and tenor screeches. It was enough to wake the dead, but the buggy slowed and so did Matilda. She skidded into an uneven trot and then into a sliding walk.

Children ran out of their doorways and screamed, "Mummy look de devil coming!" and fled inside. Angry parents shouted, "Stop de ruckus! You boys need licks for so!" Small, quarrelsome dogs raced out on to the road and nipped at Matilda's little feet. Big, angry dogs yanked at their chains, half choking themselves to get at the black monster behind the little fawn pony. Chickens flew squawking up into the highest branches of the nearest trees. The gentle brown cows looked up in alarm. Black-and-white goats sneered and laughed into their beards. But Ernie and Trevor had no breath left in their bodies to answer these protests.

At last, their lips white with fear, their whole bodies aching with the jolts riding up into the buggy from the rough road, the boys and the buggy and Matilda made it down to the coral road. Matilda turned the corner into the homestretch and walked delicately on the sharp crushed coral to home where the fresh green grass was waiting for her, topped by the bucket of delicious oats. Ernie and Trevor never said a word as Matilda stepped through Uncle Solly's gate, but they looked at each other to make sure they really were still alive just as the blood red sun sank down behind the peaceful hills.

THE END











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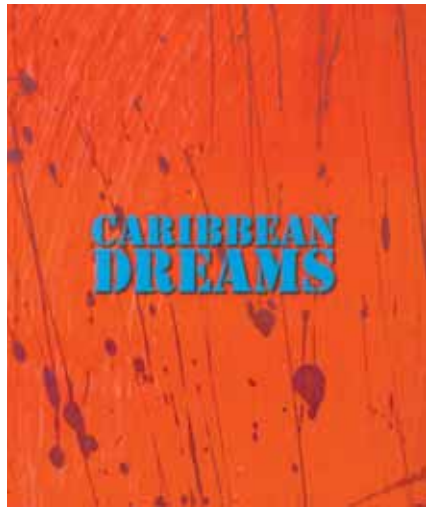


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IMAGES

***Caribbean Dreams: Virgin Gorda, British Virgin Islands**, photographs by Michael Wissing, text by Regine Hodiege. Macmillan Caribbean ©2006. Hard cover, 270 pages, color photos throughout. ISBN 978-1-4050-9873-1. £30.*



The pictures tell the story in this "coffee table" style book. Michael Wissing has been a self-employed still-life photographer for over 20 years.

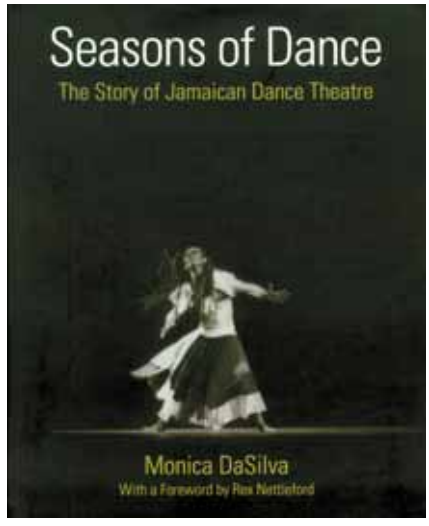
Writer Regine Hodeige, a German who with her husband has set up a villa rental business on the island, loves Virgin Gorda for what it is — and isn't: "There are no McDonalds or Hiltons, and, despite the economic importance of tourists, no high-turnover tourism with its pervasive infrastructure of high rises, night clubs and the seediness and crime that often results. It is not so easy to get here and you must pass though at least one other Caribbean country to do so. Perhaps the pace of life has led to… a sense of the people here being happy with the lives they lead. This adds to our feeling of privilege at being able to become a part of such a society."

She explains in the preface that the idea for this book came about as a personal journey, wanting to illustrate what stands out most to her and her husband about the place they love. Their collaborator Michael Wissing, also German, "wanted to show reality away from the banal and the clichés."

The photos are an eclectic collection of land-, sea- and skyscapes, interiors, portraits, found objects, and still-lifes featuring local food. The numerous portraits of cocktails seem to be incongruous escapees from a bar menu; they would have been better placed with their respective recipes in the appendix. But otherwise we are given an intriguingly offbeat view of a Caribbean island and its inhabitants.

***Seasons of Dance**, photographs by Monica DaSilva, forward by Rex Nettleford. Macmillan Caribbean ©2006. Hard cover, 224 pages. Black-and-white and color photos throughout. ISBN 1-4050-7400-0. £19.95.*

When we think of Caribbean culture we think of dancing — from quadrille to limbo to "dutty wine", perpetual rhythm has always put bodies here in motion. *Seasons of Dance* is a beautifully illustrated record of a 20-year journey that self-taught Jamaican

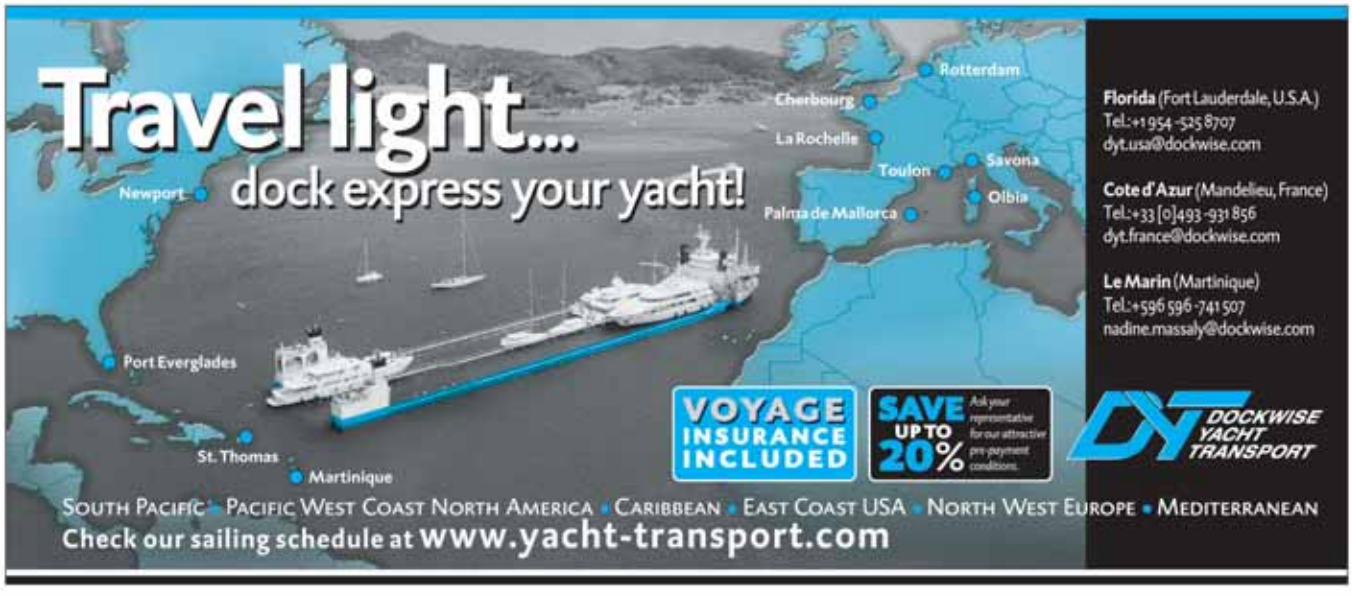


photographer Monica DaSilva took with five of Jamaica's most prestigious dance companies, providing a unique insight into the highly evolved dance culture of the island.

A dancer is mobile, a photograph is static. The art is to capture the motion, which DaSilva does in a variety of ways. Some images are sharp, some blurred, some grainy, some high-contrast, some sepia-toned — a visual tour de force worthy of her talented and well-trained subjects. Although it would be a natural assumption that the dancers' bodies would be the main focus, their faces often steal the show.

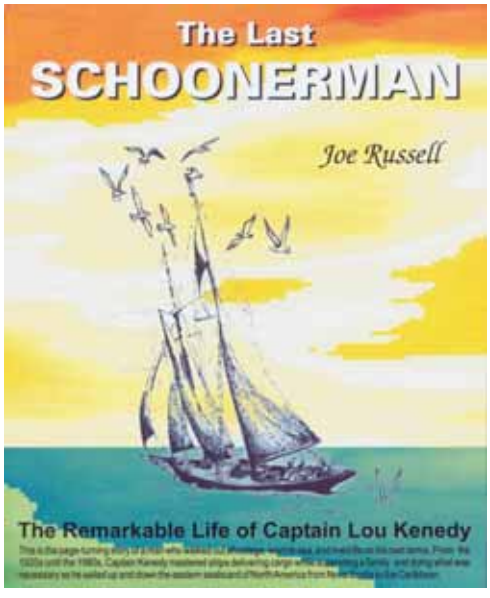
If you're tempted to think that "wining" is all that Caribbean dance is about, you haven't seen this book.

These books are available at bookstores or from www.macmillan-caribbean.com.



BOOK REVIEW BY BOB BERLINGHOF

Adventures of a Lifetime at Sea



The Last Schoonerman, The Remarkable Life of Captain Lou Kenedy*, by Joe Russell, The Nautical Publishing Company, paperback, 284 pages, with photos and illustrations.*

The recent passing of 99-year-old Captain Niels Thomsen, whose memoirs (*Voyage of the Forest Dream*) were reviewed in these pages, reminds us that the stories of the men who lived and worked on cargo schooners in the 1920s and '30s and who served their country in the Second World War are becoming increasingly rare. *The Last Schoonerman* is one such gem. It documents the life of Captain Lou Kenedy (1910-1991), a seafaring John Wayne with a penchant for hard work, and, if necessary, quick fists. A generous family man, Lou was also:

...a tightwad, so tight, he squeaked....

As a perfect example of his frugality, he would choose the names of ports in which to register his vessels based on the fewest number of stencils he had to buy to paint the city's name on the stern. In the Northeast he used RYE (New York) several times. 'MIAMI' was a favorite because it only took three stencils. If he was forced to register in a port where too many stencils were required, he simply would not bother painting the name on the stern.

Lou's ships often plied the "milk run," hauling salted cod or lumber to Barbados and returning with Bajan rum and molasses, then filling the hold with salt from Turks Island. After a scrape with the law in the US, Lou moved briefly to Barbados and established an annual round-the-island schooner race in 1936, which was won by his 115-foot *Sea Fox* (built in Sweden in 1888). For four years the race featured 15 to 18 entrants, but *Sea Fox* won every time and was even immortalized by a calypso, "The Sea Fox beat up the Mona Marie."

It was in Barbados as well that Lou met and married his wife, Pat, the beautiful socialite daughter of a Scottish doctor. The wedding was frowned upon by both sets of parents; Lou's mother didn't attend the wedding, thinking Pat was black, and Pat's parents were not thrilled at the thought of a rough-and-tumble sea captain for their daughter, not realizing that Lou's family was also socially prominent in Stamford, Connecticut. It was a match that endured tough times as well as good times, as Pat was salty enough to work as cook on several of Lou's ships, until the couple bought a home in Nova Scotia so that their fast-expanding family could settle down.

Lou started his sailing career in a rowboat with main and jib, at age 11 graduating to a small keeled sloop (he called it *Tilky* — This Is Lou Kenedy's Yacht) and at 14, a 25-foot Maine fishing boat. In the summers, Lou and his crew sailed around Block Island, Martha's Vineyard, as far north as Gloucester, occasionally stealing food from a farmer's field or liberating lobsters to upgrade their larder, which was described as "pretty awful."

At 18 years, the strapping 200-pounder dropped out of Georgetown University to work on a Chesapeake schooner for 18 dollars a month. He moved on and hauled lumber from the northeast US to Nova Scotia and worked as a rigger at a New York yacht club before signing on to his first commercial, square-rigged, ship, the 1,800-ton *Tusitala*, in 1930, bound for Hawaii. On returning, Lou studied for three months and earned his Master's ticket on the day after he turned 21. He then set off with a buddy in a Stutz Black Hawk for Lunenburg to purchase his first three-masted schooner, *Abundance*.

On her second voyage *Abundance* was destroyed on a Jamaican reef and Lou's second ship, the 500-ton *Adams*, sank when her seams opened with a hold full of salt, but Lou was never without command of a vessel for very long. Author Joe Russell sensibly separates Lou's ten vessels (he owned 115-foot *Sea Fox* twice) into 11 chapters in chronological order.

Sailing romantics may be dismayed to find that Lou turned towards power boats in the '60s, hauling freight from Miami to the Bahamas, but he ended up by retiring on a 62-foot motorsailer (renamed *Sea Fox*, after his beloved schooner), which he and Pat cruised up and down the east coast from the Bahamas to Nova Scotia, visiting family and friends, until he was 75.

For all the years in between, author Russell combines compassion, wit, and thorough research into his telling of Lou's countless adventures of a lifetime at sea, including close encounters with hurricanes, the law, union toughs, and local hoods. Many photographs accompany the text to make this a compelling read.

Wawaloam, Lou's fourth schooner, was sunk by a German U-boat. The captain allowed Lou to come on board the surfaced sub while his crew stayed afloat in two dories; Lou had the presence of mind to ask for a tow closer to port!

One young officer grabbed his crotch and said, "Er hat Messingtestikel," and they all laughed.

"What did he say?" Lou asked.

"Your balls are made of brass!"

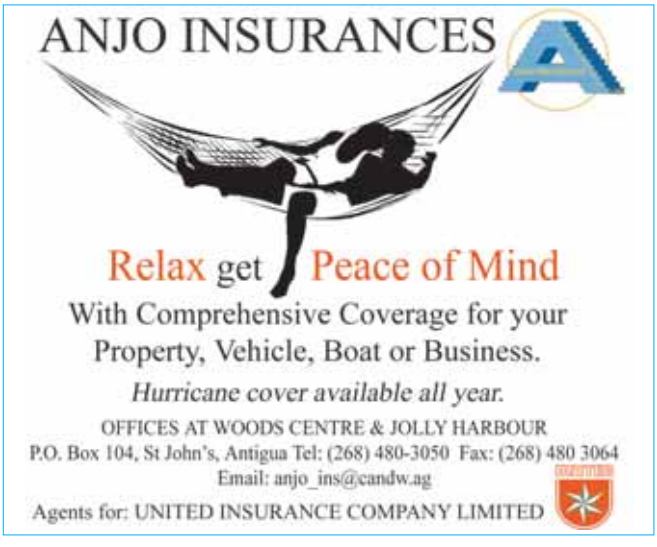
The captain politely refused the tow, but he radioed the missing ship's position to increase their chance of rescue. He also gave Lou some flares, which saved them on their sixth night at sea. All hands were rescued as well as Butch, Lou's pet German shepherd, by an Irish freighter. On the first try, the crewman hauling Butch over the ship's rail cried, "Oh my Lord Jesus, 'tis a great beast," and dropped him back into the sea. Lou shouted up, "You dumb sonofabitch, haul this dog aboard or I'll personally come up there and beat the living crap out of you. This dog's a survivor, for Christ's sake." They hauled Butch back on board, no worse for wear.

After the war, Lou tried to contact the German skipper but was told that his U-boat was sunk by the Allies. "I would have liked, after the war, to get together with him over a couple of beers and compare notes of our adventures," Lou reflected, years later.

Reading Lou Kenedy's life story, one truly appreciates what captains and able seamen went through in the days of commercial sailing, and how the survivors had to adapt. Lou was the ultimate survivor. He was no saint, but I would have loved to have raised a pint or two with him.









LEFTOVERS

by Mary Heckrotte

Making lasagna seems to dirty half the bowls in my galley. So while I'm at it, I might as well make a huge pan full, enough for six large servings, that being either a company meal or three meals for the two of us.

We don't mind having lasagna two nights in a row, but if I've got those other two servings left over, I wrap them in foil and pop them in a plastic bag in our tiny freezer. Zapped in the microwave, accompanied by a salad and some garlic bread, we've got an easy dinner when I'm in hurry or don't feel like cooking.

Another double batch I always make is rice, which takes no more time or energy than a single batch, and we're sure to put it to use within a couple of days. Those are examples of "planned leftovers."

Lasagna, like a number of other dishes, just gets better with the re-heating. Stews, chilies, barbecued anything, meatloaf, sauces, soups, pots of beans — all are better for being left over. Extra helpings do, in the long run, cut cooking time. In fact, many cruisers live by the philosophy of "cook once, eat twice." Saves time. Saves fuel. Saves heating up the boat. Generally more economical, too. But planned leftovers are like wanted children: we know what to do with them. It's finding a role for those little odds-and-ends orphans that challenges our creativity.

My friend Ellen Sanpere of the yacht *Cayenne III* is likely as creative as a cruising cook can be. She writes, "What do you do with a cup of cooked rice, half a green pepper, one carrot, one egg, one chicken breast, one pork chop (why do they always come three to a package?)?"

She then proceeds to tell me exactly what she does: "I usually ad lib based on known recipes, e.g. chicken fried rice, black beans with *mojo criollo*, stir-fry veggies with pork, Ramen noodles with bits and pieces of meats and veggies." Wonderful! And even though those bits were refrigerator orphans left over from planned meals, who would know it from the fine fare Ellen concocts with them? She can set a place for me anytime!

One cookbook that I have found particularly useful in figuring out what to cook with what you have on hand is called *How to Cook Without a Book: Recipes and Techniques Every Cook Should Know by Heart*, written by Pam Anderson. This author teaches exactly what we should have/would have/could have learned before we left our childhood home.

It's all a matter of having our lockers stocked with the basic ingredients we use most, mastering the variety of basic cooking techniques — sautéing, frying, baking, steaming, boiling, poaching, broiling, grilling, braising, etcetera — and developing a sense of what ingredients combine well. Definitely a book worth reading.

Another useful tool for selecting recipes to match specific ingredients is a computerized cookbook program. *Williams and Sonoma Guide to Good Cooking, Joy of Cooking, Julia Child Home Cooking with Master Chefs* and dozens more are available. One I like very much is *Master Cook Deluxe*, though my all-time favorite (probably because it was my first and is most familiar) is *Key Home Gourmet*. With thousands of recipes in their data bases, these programs do the job of near-instantaneous searching for recipes that match your ingredients. For example, in *Key Home Gourmet*, if I type in "pork, egg, and rice," I get a recipe for "Subgum Rice." When I type in "rice, green pepper, and chicken," I get 19 different recipes such as: "Cajun Dirty Rice", "Lively Shrimp Casserole," and "Gerry's Savory Pilaf."

So, let's say I've got a small bunch of broccoli that really must be used today and, besides that, I've made way too much yogurt and want to find ways to use some of it. So what will I cook? "Broccoli plus yogurt". How about some "Broccoli Quiche"?

But so far we've been talking about starting from scratch with those extra bits of fresh ingredients. The bigger leftover headache is what to do with those single or half servings of already-prepared meats, veggies, pastas, salads, etcetera. Everybody has such leftovers as it's impossible to judge exactly how much food to prepare for a given meal. If we serve them the next day, we'll likely also listen to groans from the mate: "Arrrrgh, leftovers for dinner? *Again*?"

Guess we've all been subjected at one time or another to soggy broccoli, limp salad greens, stale bread, too-dry roast beef, or mashed potatoes with a decidedly scorched taste. We're probably all guilty of feeding the trash can with leftovers that got lost in the deep recesses of the fridge or leftovers we can no longer identify. One friend boasts that she has a "creative" solution for all her leftovers: she puts them in her fridge, waits until they turn blue and fuzzy, then feels ever-so-justified feeding them to the fish. Hmmmm, money overboard?

With a little creative experimentation, leftovers can turn into fabulous meals. Some of these One-Night Stands could even win prizes — if we could remember what we put in them! The main categories for using leftovers include soups, stews, pasta dishes, frittatas or omelets, casseroles, fritters and cake, salads, and stir-fries.

It's important to deal with leftovers soon after they are cooked. To be safe, food should be refrigerated within two hours of cooking. It's best to store leftovers in small batches so they will cool quickly and use them within a few days. If you won't be able to use them that soon, just put them in the freezer where most foods will keep for three months or so. Be sure to label and date your containers so they don't get lost. Little dibs and dabs of meats and veggies — a spoonful of peas, half a baked potato, a slice of steak — can be put in the same container in the freezer until you have enough bits to make soup.

Soups and stews are the easiest leftover answer — just a matter of tossing meats and veggies in some broth, adding spices and whatever else you have on hand to round them out. If you don't have broth, you can always use bouillon cubes but it's handy to keep a jar in the fridge just for saving the water from cooking meats and veggies. But if you're like the crew of *Camryka*, the idea of a nice hot bowl of soup after a day sweating in the tropics is about as welcome as another parade the day after Carnival in Trinidad.

So let's take a look at omelets and frittatas. The difference between an omelet and a frittata? In my thinking, omelets have more eggs; frittatas have more meat and/or veggies. For these, you'll chop up the wee bits of meats and veggies you have on hand, toss them in a skillet heated with a bit of butter or olive oil, and sauté them till they are just tender. Then you'll add eggs and some cheese and voila! You've got a dinner.

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Cakes and fritters are cousins, too. Both use flour, eggs, and milk to make a batter and then you can add your leftover meats, seafood, veggies, or even fruits. Cakes have a thinner batter and sort of spread out in the skillet (see **Whatever You've Got Dessert Pancakes**) while fritters, with a thicker batter, tend to cook up more rounded like the **Second-Hand Seafood Fritters**.

Stir-fries are naturals for leftover meats and veggies, even some fruits and nuts, in most any combination. (Well, maybe beets wouldn't be great!) The good news here is that you can follow your usual recipes using fresh meats and vegetables, stir-frying them first, then adding any cooked ingredients. Cooked rice or noodles such as lo mein, chow mein or Ramen can be added right in the same pan and heated through. Or you can serve your stir-fry over a freshly-cooked batch of noodles or rice. Most of the time, these stir-fry dishes will be totally unique and no matter how satisfied you might be with the creation, you're not likely to have just the same combination ever again. There's a sample recipe below, **Just-For-Tonight-Honey Fried Rice**, or you might follow this tasty-sounding example from Ellen:

Rice left over from the Chinese carry-out restaurant is perfect for fried rice — fry in oil (I add a dab of sesame oil to canola oil) until golden, add a little bit of sautéed green pepper and leftover roasted pork loin (or shrimp or chicken) and maybe some peas, onion, garlic, ginger, any other leftover cooked veggies cut up, and one or two beaten eggs (scramble them in a hole made in the middle of the rice then break up and stir in.) Sprinkle with salt, pepper, soy and serve. I often make enough to freeze for a third meal.

Pastas and leftovers are another natural combination. Make either a basic white sauce or a tomato sauce or use something store-bought, add cut up leftover veggies, meats or seafood, and serve over pasta. Fettuccini, spaghetti, macaroni — most any pasta will do. If you want to include any fresh veggies or meats in the mix, just cut them into slices, strips, or cubes, sauté them in a bit of butter or olive oil until tender, then dump them in with your cooked leftovers. Got a small piece of cheese handy? Grate a bit on top of each serving.

And what if you end up with some of the pasta itself left over? Not a problem. Make your sauce first then heat the pasta right in the sauce and your meal is ready. Thin noodles like spaghetti and fettuccini also can be chopped and added to stir-fries instead of rice. Noodles also serve nicely as a type of "crust" for pizza or frittata. Just add a bit of butter to the noodles and pack a layer about half an inch thick in the bottom and sides of a casserole pan. Add filling or topping as usual and bake.

Another way to use leftover pasta is described in **Spaghetti Pancake**. You might also experiment with making pasta salads from leftover macaroni, penne, rotini, corkscrews, etc. An example is the **Use-Em-Up Pasta Salad**.

We haven't even addressed using leftovers for sandwich fillings, tacos and quesadillas, pizza toppings, muffins, baked potato toppings, dips and spreads. The possibilities for what to do with leftovers are limited only by our imagination.

One-Of-A-Kind Soup

5 Cups broth (chicken, seafood, vegetable or beef broth (or substitute 5 Cups water and 2 bouillon cubes) or 6 ounces of tomato paste and one 16-ounce can of tomatoes
1 Cup cooked or raw proteins (chopped chicken, beef, pork or seafood, or use already cooked beans such as pinto, kidney, black or Great Northern)
1 Cup cooked or 1/3 Cup raw grains (rice, pasta, corn, barley)
1 Cup cooked, canned, or raw vegetables
1 teaspoon each of two or three herbs or spices (choose from basil, cumin, garlic, thyme, rosemary, oregano, parsley, etcetera)
Salt and freshly ground black pepper to taste

Bring broth (or tomato sauce) to boil in a large pot over high heat. Add any raw proteins and veggies. Reduce heat and simmer 30 minutes. Add cooked proteins, cooked veggies, raw or cooked grains, and spices. Turn heat up and return pot to boil then reduce heat and simmer another 30 minutes. Makes 4 servings.

Just-For-Tonight-Honey Fried Rice

2 Tablespoons olive oil
1/4 to 1/2 pound cooked or raw meat, cut in thin strips or cubes (optional)
2 Cups raw or cooked veggies (onions, green pepper, carrots, broccoli, eggplant or whatever you have on hand)
1/4 Cup nuts (optional)
1 can bamboo shoots or water chestnuts (optional)
1 Tablespoon sugar
1 to 2 Tablespoons soy sauce
2 eggs
1 Tablespoon milk
3 Cups cooked rice (more or less)

Heat oil in a large skillet or wok over medium-high heat. Add any raw meat and sauté until tender. Remove meat and set aside. Add raw veggies to skillet and stir-fry until just crisp-tender. Add cooked veggies, nuts, and bamboo shoots or water chestnuts; and meats. Sprinkle in sugar and soy sauce. Heat through. In a small bowl, mix eggs and milk. Push veggies and meats to the side, making a little hole in the center of the skillet. Pour egg into hole and cook until set. Add rice and mix all together, cutting the eggs into small bits. (Alternatively, you can remove the veggies and meats, add a bit more oil to the skillet and cook the egg separately without stirring. Flip it once and when it is done, remove it from the pan, roll it up and cut it into strips. Return the meat and veggies to the pan. Stir in the rice and heat through. You can either mix the egg strips in or use them to garnish the top of the entire dish.) Makes 3 or 4 servings.

Dinner Omelet for Two

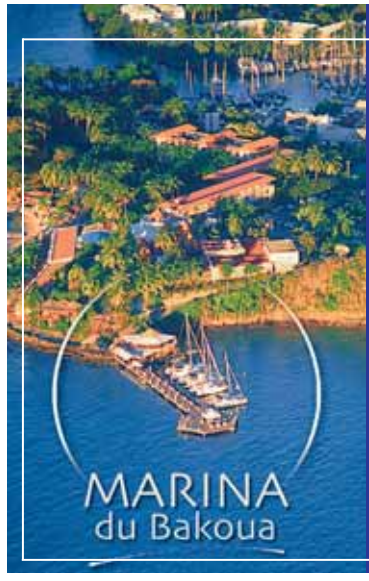
4 eggs
1/4 Cup milk
Salt and freshly ground black pepper to taste
1 Tablespoon butter
1 Cup chopped cooked veggies (onions, mushrooms, green peppers, tomatoes, etcetera)
1/2 Cup shredded cheese (Cheddar, Jack, Havarti, etc.)

In a small bowl, beat together eggs, milk, salt and pepper. Melt butter in a non-stick skillet over medium-high heat. Pour egg mixture into skillet, reduce heat, and cook until eggs are set. Gently lift edges with a rubber spatula and pull them toward the center so that egg cooks evenly. With the eggs set but the top still shiny, sprinkle on the veggies and cheese. Fold omelet in half, cover pan, and let cook until cheese melts, usually 1 or 2 minutes. Makes 2 servings.

Variable Vegetable Frittata

1 Tablespoon olive oil
1 1/2 Cups cooked or canned vegetables, drained (potatoes, tomatoes, artichokes, corn, etcetera)
Salt and freshly ground black pepper to taste

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Pinch of thyme or oregano
4 eggs, beaten
1/2 Cup bread crumbs or 2 slices of bread, cubed
Cheese, grated

In a frying pan over medium heat, sauté vegetables in olive oil. Sprinkle with spices. Pour eggs over all and add bread crumbs. Stir to blend, lower heat, and cover skillet. Cook until eggs are set in the middle. Sprinkle with grated cheese. Serves two.

Spaghetti Pancakes

1 1/2 Cups tomato sauce
8 ounces thin spaghetti, cooked and drained
3 eggs, beaten
1/3 Cup milk
3 Tablespoons Parmesan cheese, grated
1 Cup cooked chicken, beef, pork, or seafood, diced
3/4 Cup cooked veggies (peas, broccoli, onions, green pepper, cauliflower, etcetera)
Salt and freshly ground black pepper to taste
4 teaspoons olive oil

Heat tomato sauce in a small saucepan over low heat. In a medium mixing bowl, combine eggs, milk, and Parmesan. Add spaghetti, meat or seafood, vegetables, salt and pepper. Stir gently to combine. In a 6-inch non-stick skillet over medium heat, add 1 teaspoon olive oil. Put one-fourth of spaghetti mixture into skillet and press to flatten evenly. Cook about 4 minutes until bottom is browned, using a spatula to slide underneath to avoid possible sticking. Flip pancake and brown the other side, about 3 minutes more. Keep warm on a baking sheet. Make three more pancakes. Serve with hot tomato sauce on top. Four servings.

Use-Em-Up Pasta Salad

1 1/2 Tablespoons olive oil
1/2 Tablespoon butter
2 garlic cloves, minced
2 tomatoes, diced
1 1/2 Cups cooked veggies (carrots, zucchini, cauliflower, etcetera) julienned
3/4 Cup cooked chicken, seafood, pork or beef, cut in thin strips or diced (optional)
1/4 Cup honey
1/4 Cup lemon or lime juice
1 1/2 teaspoons grated lemon or lime peel
3/4 teaspoon dried crushed basil
3/4 teaspoon dried crushed oregano
Salt and freshly ground black pepper to taste
6 to 8 ounces cooked pasta (spaghetti, linguini or fettuccini, macaroni)
Parmesan cheese, grated

Heat oil and butter in a large skillet over medium-high heat. Add garlic and stir-fry for 1 minute. Add tomatoes and cook until just tender. Add cooked vegetables, any meat or seafood, honey, lemon juice, lemon peel, basil, oregano, salt pepper. Heat through, stirring gently. Remove from heat and toss with pasta. Cool. Sprinkle with Parmesan and serve chilled or at room temperature. Makes 4 servings.

Any-Old-Thing Stovetop Casserole

1 medium onion, chopped
1 green pepper, chopped
1 carrot, sliced thinly
1 1/2 Cups other raw veggies (green beans, eggplant, broccoli, etcetera)
1 Cup raw rice
Salt and freshly ground black pepper to taste
Pinch of thyme
1/4 teaspoon garlic powder
2 Cups water
1 small can mushroom stems and pieces with liquid
1 can of cream soup (chicken, mushroom, celery, etcetera)
1 Cup cooked chicken, pork, ham, beef or seafood, cubed

Put all RAW ingredients with water in a large heavy pot. Bring to boil over medium heat, stirring often. Cover pot and reduce heat to lowest and simmer about 10 minutes. Add canned soup and any ALREADY-COOKED ingredients, stir to mix, then re-cover pot. Continue to simmer another 10 minutes or until all water is absorbed. Makes 4 servings.

Second-Hand Seafood Fritters

1 Cup cooked seafood (shrimp, crabmeat, fish, etcetera)
1 small onion, grated
1 egg, beaten
3/4 Cup breadcrumbs or crushed crackers
3 to 6 drops hot sauce
2 teaspoons Worcestershire Sauce
1 Tablespoon seafood seasoning (e.g. Old Bay)
1/2 Cup mayonnaise (preferably low-fat)
2 Tablespoons olive oil

In a medium mixing bowl, combine all but olive oil. Heat oil in skillet over medium heat. Shape seafood mixture by hand into round balls about 2" in diameter. Place in hot oil and with a spatula, flatten slightly. Brown about 4 minutes per side. Drain on paper towels. Serve with tartar sauce or cocktail sauce. Makes four main dish servings (leftovers are fine on sandwiches) or make smaller fritters to serve with crackers as an appetizer at Happy Hour.

Whatever You've Got Dessert Pancakes

1 Cup plain flour (or 1/2 Cup plain plus 1/2 Cup whole wheat flour)
2 Tablespoons sugar
2 teaspoons baking powder
1/4 teaspoon salt
1 egg, beaten
1 Cup milk
2 Tablespoons cooking oil
1 Cup diced fresh or canned fruit (mangoes, peaches, pineapple, bananas, etcetera)
Whipped topping, maple syrup, honey or fruit jam

In a medium bowl, stir together flour, sugar, baking powder, and salt. In another bowl combine egg, milk, and cooking oil. Pour egg mixture into flour mixture. Stir just to moisten — batter should be lumpy. Fold in fruits. Coat a small skillet with cooking spray. Set over medium-high heat. Pour 1/4 Cup batter into pan. Cook until surface is bubbly and bottom is browned. Flip to other side and brown. Remove to a warm plate and keep warm. Repeat with remaining batter. Serve pancakes warm with whipped topping, maple syrup, honey, or fruit jam.

French for (hungry, thirsty) Cruisers

by Kathy Parsons

*When in the French islands, we like to start our day in a bakery along the waterfront with a **croissant**, **pain au chocolat** and a **café au lait**. Sometime during the day, we will surely need an ice cream to refresh us. Of course, a cold beer or glass of wine is perfect as we sit at a dockside café and watch the day-trippers leave on the ferry. And it's all much more relaxed and fun when you have the French words ready to keep the food and drink coming!*

Ordering at the Counter

*Ordering in a bakery (**boulangerie**) or snack shop is the easiest. Items are posted with their prices on the menu-board behind the counter.*

*There's almost always a line (**une queue**) at the bakery so find the end of the line and take your place. You'll usually have time to plan your purchase while you wait your turn.*

*As you approach the counter, be sure to greet the clerk with a **bonjour, madame** or **bonjour, monsieur** before you start ordering.*

*The clerk will likely ask you "**Sur place ou à emporter?**" so she will know whether to wrap up your purchase or serve it on a tray. There may even be two sets of prices posted on the signboard depending on whether you plan to eat in the bakery or café (**sur place**) or take your food and drink with you (**à emporter**).*

*If you want to order some delicacy behind the counter and you don't know the name, point to it and ask what it is (**Qu'est-ce que c'est?**), so you'll know next time.*

*Be careful, if you hold up fingers to show the number of **pains au chocolat** that you want. The French begin counting with the thumb. So if you hold up two fingers, you are likely to get 3.*

Greetings		
Good day, madam / sir.	**Bonjour, madame / monsieur.**	Bohn-zhoor, Mah-dahm / Mûhss-yûh.
Good evening.	**Bonsoir.**	Bohn-swahr.
Ordering at the counter		
I would like ...	**Je voudrais ...**	Zhûh voo-dreh ...
We would like ...	**On voudrait ...**	Ohn voo-dreh ...
and / with	**et / avec**	eh / ah-vhek
Please	**S'il vous plaît**	Seel voo pleh
We are together.	**Nous sommes ensemble.**	Noo suhm zahn-sahn-bluh.
What is it?	**Qu'est-ce que c'est?**	Kehss kûh seh?
How much does it cost?	**Combien ça coûte?**	Kohn-b'yehn sah koot?
That's all.	**C'est tout.**	Seh too.
take-out, take-away	**à emporter**	ah ahn-pohr-teh
to eat on premises	**(à consommer) sur place**	(ah kohn-soh-meh) sêwr plahss
a napkin	**une serviette**	êwn sehrv-yeht
Goodbyes		
Thank you, (madam).	**Merci, (madame).**	Mehr-see, (Mah-dahm).
Have a nice day.	**Bonne journée.**	Bunn zhoor-neh.
Goodbye.	**Au revoir.**	Oh rûh-vwahr.

Bonjour, madame.
Je voudrais ...
un pain au chocolat,
un café au lait
et une orange pressée,
s'il vous plaît.
... sur place

Bonjour, madame.
Je voudrais ...
une glace ...
Qu'est-ce que c'est?
... Je peux goûter?
... C'est délicieux!
Je voudrais deux boules.

You'll find all these words and phrases (with pronunciation) in the tables on this page!

Bonsoir, monsieur.
On voudrait ...
un verre de vin rouge,
une pression, un ti-punch, et
une bouteille d'eau gazeuse.

Bread and Pastries

*Dinghy in for breakfast at a French bakery. **Baguettes** (about €0.70) and **pains au chocolat** (about €0.90) are quite reasonable. For an even better bargain try the **petit déjeuner**, which often comes with coffee, **croissant**, and juice.*



Bakery items			
apple pastry	le	**chausson aux pommes**	shoh-sohn oh puhm
baguette	la	**baguette**	bah-ghet
bakery	la	**boulangerie**	boo-lahnzh–ree
breakfast	le	**petit déjeuner**	pûh-tee deh-zhuh-neh
buttered bread	la	**tartine beurrée**	tahr-teen buh-reh
croissant	le	**croissant**	krwah-sahn
chocolate-filled pastry	le	**pain au chocolat**	pehn oh shoh-koh-lah
small tart with coconut filling, specialty of the Saintes	le	**tourment d'amour**	toor-mahn dah-moor
ham & cheese sandwich	le	**jambon-fromage**	zhahn-bohn froh-mahzh
sandwich	le	**sandwich**	sahnd-weetsh

Ice Cream



*Ice cream (**la glace**) and sherbet (**le sorbet**) are wonderful in the French islands.*

*Try a sample of the island flavors (**parfums**) before buying: Ice cream lovers should commit the question "**Je peux goûter?**" (Can I have a taste?) to memory.*

*Ice cream is sold by the scoop (**la boule**).*

*Don't miss the home-made **sorbet goyave** and **sorbet coco** that are sold on the beach on weekends straight out of the hand-crank ice cream machines.*

Ice Cream	la	**glace**	glahss
sherbet	le	**sorbet**	sohr-beh
scoop	la	**boule**	bool
cone	le	**cornet**	kohr-neh
bowl	la	**coupe / timbale**	koop / tehn-bahl

Flavor	le **parfum**	pahr-fuhn
chocolate	**chocolat**	shoh-koh-lah
guava	**goyave**	goh-yahv
vanilla	**vanille**	van-nee'y
home-made	**fait maison**	feh meh-zohn
your choice	**au choix**	oh shwah
Can I taste?	**Je peux goûter ?**	Zhûh pûh goo-teh ?
It's delicious!	**C'est délicieux.**	Seh deh-leess-yuh.

Drinks

Beverages	**Boissons**	Bwah-sohn
a tea, [plain / with lemon]	**un thé [nature / citron]**	uhn teh [nah-têwr / see-trohn]
an orange juice, *fresh-squeezed*	**une orange pressée**	êwn oh-rahnzh preh-seh
a lemonade, *fresh-squeezed*	**un citron pressé**	uhn see-trohn preh-seh
a fruit juice	**un jus de fruit**	uhn zhêw dûh fr'wee
an expresso	**un café, un express**	uhn kaf-feh, uhn ex-press
a coffee with milk	**un café au lait**	uhn kaf-feh oh leh
a coffee, large *(less concentrated)*	**un grand café**	uhn grahn kaf-feh
a coffee, decafeinated	**un décaféiné**	uhn deh-kaf-feh-ee-neh
a draft beer	**une (bière à la) pression**	êwn (b'yehr ah lah) press-yohn
local drink of **strong** rum, sugar and lime served in a shot glass. Beware!	**un ti-punch** (**ti** *means small in Creole - from* **petit**)	uhn tee puhnsh
Planter's punch of rum, fruit juices, spices	**un planteur**	uhn plahn-tuhr
with ice	**avec des glaçons**	ah-vehk deh glah-sohn
another round	**une autre tournée**	êwn oh-truh toor-neh
a bottle ...	**une bouteille ...**	êwn boo-teh'y
a glass ...	**un verre ...**	uhn vehr
a carafe ...	**une carafe ...**	êwn kah-rahf
▸ of [white/red/rose] wine	▸ **de vin ... [blanc / rouge / rosé]**	▸ dûh vehn ... [blahn / roozh / roh-zeh]
▸ of [sparkling / flat] water	▸ **d'eau [gazeuse / plate]**	▸ doh [gah-zuhz / plaht]

*If you order water, you will likely get (and pay for) a bottle of mineral water. Ask for a glass or a carafe of water (**un verre/une carafe d'eau**) if you just want plain water. **Petillante** also means sparkling.*

une autre tournée, s'il vous plaît!

Bon appétit!

Merci. Au revoir!

LEGEND

French column :

gray** : letter not pronounced, except **ll** (in gray): pronounced as consonant **y

Pronunciation column:

***ûh** : pronounce as **ou** in c**ou**ld*

***êw** : sound between **ee** and **oo**; similar to **u** in c**u**te*

*-**bluh** : pronounce the consonants completely; **uh** is barely pronounced (**uh** is used to help you to pronounce the preceding consonants correctly.)*

***nasal vowels**: (pronounce the vowel through the nose)*
*eg: **un bon vin blanc - uhn bohn vehn blahn***

***y** : always pronounce as **y** like **y**es*

***zh** : pronounce like **s** in plea**s**ure*

*Excerpted from **French for Cruisers: The Boater's Complete Language Guide for French Waters**, © 2004 Kathy Parsons, ISBN: 0-9675905-1-5 , www.frenchforcruisers.com*
*In addition to food, **French for Cruisers** covers boat repair and maintenance, fishing and diving, internet cafes and laundries, customs and immigration, radio and communication – 28 topics geared to the cruiser's life, all indexed and illustrated. Available at marine and book stores throughout the Caribbean. More cheat sheets and tips are free for download on the **www.frenchforcruisers.com** web site.*

Next month: Dinner out in the French Antilles ...

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SERVING AT SEA BY SHIRLEY HALL

CASHEWS

My husband thinks cashews are one of nature's strangest creations. It is an egg-shaped brilliant yellow, orange or red fruit about three inches long, with one brown wrinkly nut attached to the bottom as if it were an afterthought.

Related to the mango, the cashew's soft, juicy fruit is incredibly sweet, but the raw nut is severely bitter. Portuguese explorers discovered the trees, which they called *caju*, in northeastern Brazil and transported the original cashews to Africa's east coast shortly after Columbus' voyages. Africans cultivated the trees for the nuts, which they sold back to the Portuguese. They shipped the nuts to India to be shelled and roasted. India soon took over cashew cultivation and now is the world's largest exporter of the delicious nuts, with Brazil second and Africa third. Together they produce 200,000,000 pounds a year.

The cashew fruit or "apple" is really a false fruit that develops from the blossom. The delicious apple is seldom sold since it is too fragile to market, spoiling within a day. The apples contain tannin and begin to ferment immediately. Although the fruit can be made into a marmalade or jelly, and East Indians prepare the fruit into a liquor they call 'fenny', it is often simply discarded.

The nut is really the cashew seed. Cashew nuts have a good local market; however getting the nuts is not easy. First you have to twist the nut from the fruit. Try to avoid staining your clothes with the fruit juice. Then the nuts must be shelled. The nut is encased in a hard, two-layered shell coated with a caustic natural resin called cardol, which can cause severe blistering. Finally, the shelled nuts are parched or roasted. To roast cashews at home, place nuts in a preheated oven at 175°F for 20 minutes. [*Editor's note: Be sure to remove ALL of the shell before roasting; cardol fumes can be dangerous.*] At room temperature cashew nuts spoil quickly since they contain much oil. Refrigerated nuts can keep for half a year.

It is easy to prepare a cashew version of peanut butter by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or steamed vegetable dishes. Always add the cashew nut after the cooking process is complete, as heat will cause the nuts to soften and dissolve. This softening is why other nuts are preferred to use for baking recipes rather than cashews.

Spirited Pineapple-Nut Soup
1 ounce salted butter or margarine
1 red Spanish onion, minced
1 Cup pineapple pieces without juice
2 cloves garlic, chopped
1/2 pound cashew nuts, chopped
4 red potatoes, peeled and diced
2 Cups vegetable bouillon
1/4 Cup dark rum (optional)
2 Tablespoons cornstarch with 4 Tablespoons water
2 Cups water
Salt and spices to taste

In a large skillet fry onion and garlic until soft. Add cashews, pineapple, rum, water, bouillon, and spices. Bring to a boil. Simmer on very low heat for 30 minutes. Stir cornstarch into the four tablespoons of water until smooth. Add to soup stirring constantly until mixture thickens.

Cashew Rice Special
1 1/2 Cups brown rice
3 Cups water
1/4 Cup raisins
1/4 Cup chopped cashews
4 cloves
1 teaspoon ground cinnamon
2 Tablespoons soft butter or margarine
2 bay leaves
Salt and other spices to taste

Always rinse rice before cooking, until the water is clear. In a suitable pot combine rice, water, cinnamon, cloves, bay leaves, and salt. Cover pot and bring to a boil, then cook on low for 20 minutes. Remove from heat, but keep covered for 15 minutes. With a fork, blend in butter, cashews, and raisins.

Cashew Chicken Casserole
2 Cups chicken, cooked and cubed
4 Tablespoons soy sauce
1 1/2 Tablespoons cornstarch, divided
4 Tablespoons olive oil, divided
1/4 Cup chopped red Spanish onion
1 Cup celery, chopped
1/2 of a fresh hot pepper (optional)
1/2 Cup mushrooms, sliced
1/2 bunch of pak choy, shredded
4 Tablespoons brown sugar
1 Tablespoon butter or margarine
1/2 Cup chicken broth
1 Cup cashews
Salt and spice to taste
2 Cups cooked chow mein noodles or brown rice

This recipe is to be cooked in a wok as stir-fry. That means stirring constantly over high heat. If you do not have a wok, a large frying pan will be adequate. Place chopped chicken in a medium-sized bowl and cover with two Tablespoons soy sauce mixed with 1/2 Tablespoon cornstarch and refrigerate for half an hour.

Heat two Tablespoons oil in a large skillet; add chicken and fry for five minutes. Add chopped onion, celery, hot pepper, and mushrooms and cook another three minutes. Empty the skillet to a bowl.

Refresh skillet with two Tablespoons oil, add pak choy strips and sugar and cook for four minutes. Return chicken-onion mixture to the heated skillet with the pak choy. Stir one Tablespoon of cornstarch into four Tablespoons soy sauce. Add to chicken broth and pour over chicken veggie mix. Add cashews and cover for one minute. Uncover and stir until sauce thickens. Pour mixture over a bed of chow mein noodles or cooked rice.

Nutty Tomato Sauce
4 pounds plum tomatoes, diced
1 large onion, chopped
1 Cup water
5 cloves of garlic, minced
1 Tablespoon each fresh or dried marjoram, rosemary and oregano leaves
Salt and spice to taste
1 Cup cashews chopped as small as possible

Bring water to boil in a large skillet. Add all ingredients except cashews. Cook on high but stir frequently so it does not stick. After 20 minutes pour or spoon off excess liquid. Stir cashew pieces into sauce. Serve over noodles, rice or vegetables.

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Dear *Compass*,
I was inclined to ignore the letter from "Maritime Mobile" [Readers' Forum, January 2007] concerning my thoughts on the Hog Island, Grenada development in the November *Compass*. Someone who doesn't even have the courage to sign their name to such a letter doesn't deserve a response. However, since he chose to not only attack myself but also many of my friends in his diatribe, I will respond. The so-called Hog Island "squatters" he refers to include a prominent business owner who is a huge contributor to the tourism industry, several people who hold work permits and are lawfully employed, and also permanent residents of Grenada. As for John and I on *Sea Witch*, after spending two years in a marina here, we are back at anchor. We could use the excuse that we are still working on Hurricane Ivan damage (very true). But, we love the country and the people and are in the process of application for permanent residency. It is not a streamlined or inexpensive process. According to our Grenadian attorney, we should plan on the process taking anywhere from two to five years.

As for us not contributing to the economy, give me a break! We buy our groceries right here; we don't load up in Trinidad and gripe about Grenada prices and we don't go to Venezuela and load up on fuel. We spend over EC$5,000 a month right here. Shame on you! As for your reference to the fact that we are not out cruising the Caribbean you are right: I never claimed that, the editorial staff selected the title of my commentary and added the footnote saying that I was cruising the Caribbean on *Sea Witch*. We hope that by later this year *Sea Witch* will be back in shape, just like a lot of other boats that are finally getting their Ivanization fixed.

As for the letter from Mr. Cameron concerning the commentary. If you will reread it you will see I did not speak out against development. I am very excited about some of the development taking place in Grenada. You are evidently not aware of the number of fabulous resorts, hotels and villas we already have here in Grenada. Please contact the Board of Tourism and they will be happy to send you some information. For our vacation "off the boat" last year we stayed right here in Grenada and rented a beautiful villa for a week. The commentary was intended to let cruisers know what is going on in a very popular spot and to plea for a considered environmental approach to development whether it occurs here in Grenada, or anywhere else.
Sincerely,
Deborah Gerber
S/V Sea Witch

Dear Compass Readers,
Deborah's letter brings up our footnote policy. When we publish articles which have been received signed with a person's name and a boat name rather than an address, we take them to be cruisers and therefore, unless they have supplied their own footnote material, we routinely add "So-and-So is cruising the Caribbean aboard Such-and-Such.*" We apologize for any misunderstanding this might have caused in Deborah's case.*
CC

Dear *Compass*,
Regarding Mary Heckrotte's article about pineapples in the January issue of Compass, I can inform you where the word pineapple comes from. It's not because the outside looks like a pine cone and the inside tastes like an apple. In the Polynesian language, the word for that fruit is "pinapou" — I do not know the correct spelling. When the English sailors came and heard this word, they transformed it to what we call it today: pineapple.
Regards,
Angelika Grüner
S/V Angelos

Dear *Compass*,
I just happened to be paging through the January issue of the *Compass*, and BAM! Right in my face, something that says "Here Comes 2007" by Julia Bartlett, listing her top ten resolutions for the New Year. Although I am a landlubber, I realize this woman must have been reading my mind, because all of what she wrote is in my top ten — out of 23!

So, here goes mine, I will be changing a few so it does not sound so, what's the word... personal?

1) Save more money
2) Put photography and writing first
3) Eat healthy
4) No alcohol... or should I say less?
5) Veg-Ah-Bit!
6) Stay away from lowlifes
7) No smoking
8) Focus, focus, focus
9) Look for a better job
10) Watch weight
11) No babies until 30-something
12) Learn to be more patient
13) Always say thank you and please
14) Every day give the Almighty thanks and praise for life
15) X boyfriend(s) out for good!!
16) Last but not least, BE HAPPY!

Sorry I could not put in all 23; the others would be inappropriate for your paper. I am a landlubber, landlover, call it what you want — and, no, humans don't come any better!
Cheers,
Kedisha Compton
Bequia

Dear *Compass*,
I'm mortified that you printed my letter without clarifying the fact that on the first day that charges were implemented in the Tobago Cays Marine Park we were charged not only EC$10 per person but EC$50 as well for the boat!

For goodness sake, no-one, surely, can have a problem paying EC$10 per person, least of all me.

Since then we've been back to the Cays twice and have been charged the correct rate. There was obviously some confusion regarding fees to begin with that has now been sorted out.
Susan Bruce
S/Y Makayabella

—Continued on next page

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YACHT BROKERAGE

LISTING OF VESSELS FOR SALE *PRICES LISTED ARE NEGOTIABLE

YEAR	TYPE	PRICE
1992	29' Dix Caribbea Sloop ***(REDUCED!!!)***	US$ 26,000
1999	30' Henderson 30 (Racing Yacht)	US$ 60,000
1988	30' Jeanneau Sunlight 30	US$ 40,000
1989	35' Hallberg - Rassy	US$ 124,000
1986	36' Lavranos Tosca	US$ 53,000
1977	37' Gin Fizz	EU$ 42,500
1997	39' Hallberg - Rassy	EU$ 205,000
1978	40' Atlantic 40	US$ 70,000
2001	40' Sun Odyssey 40	US$ 130,000
1985	40' Offshore 40 ***(REDUCED!!!)***	US$ 149,000
1981	42' Tayana ***(NEGOTIABLE!!!)***	US$ 115,000
1992	45' Fortuna	US$ 150,000
1991	50' Celestial Pilothouse	US$ 268,000
1987	51' Beneteau Idylle 15.5	US$ 160,000
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For further information please contact Sharlene

—Continued from previous page

Dear Susan,

Apologies if my bad memory was the cause of any mortification. Your February letter simply stated: "the long-awaited introduction of park fees (excessively high in my opinion) has sadly come too late for the turtles". You have since recently reminded me of other correspondence in which you mentioned that in December your boat had mistakenly been charged a mooring fee in addition to the per-person entry fee. (This certainly would have made the cost of that particular visit, if not the park fees per se, excessively high.) I'm sorry this ususual circumstance was not clearly outlined in either your February letter or my reply, as it had slipped my mind. Caveat to letter writers: Your editor is only human, and the contents of any other correspondence or conversation does not always surface in my brain when dealing with every month's new letters.

Sally

Dear *Caribbean Compass*,

After reading about the new park fees and proposed mooring fees at Tobago Cays I can't help but be reminded of the lyrics to "Big Yellow Taxi", written and sung by Joni Mitchell.

George Syvrud
S/Y The Vagrant

Dear *Compass*,

In the February Forum, Kent Gomez chastised December writer "Mr. Cruisin' Canucks" for calling Venezuela a "dictatorship economy", and Mr. Gomez stated that Venezuela "is a modern democracy by any standard". Really? Isn't President Chavez now ruling by decree? Isn't this step admittedly designed to fast-forward socialism? And isn't Chavez now angling to become President-for-Life? If this is "modern democracy", I'll take the old fashioned kind any day.

Rigoberto Muñoz
Miami, Florida

Hi *Compass*,

With the political mess going on in Venezuela, Cartagena, Colombia has become a safe and very popular port-of-call for cruising yachts, plus the gateway to the Panama Canal. This is our second season of cruising Colombia aboard *Cielo*. It's too good not to hang around!

The Colombia Coast Guard has approached a number of us cruising folks and local marine establishments asking what they can do to make Colombia a more desirable area for visiting yachts. In my 47 years of drifting around the Caribbean I have never met such a polite and receptive group of uniformed government officials.

Dave Ferneding
S/V Cielo

Dear *Compass*,

I have noticed this year quite a few boats that use a strobe at night as an anchor light. My question is "Why?"

It is extremely irritating to have the incessant "flash" "flash" "flash" as I try to have a quiet evening in my cockpit, and unnecessary in a designated anchorage, specifically in a mooring field like Britannia Bay, Mustique, AND according to *Chapman's* a strobe is to call attention — just what kind of attention are these people looking for?

Can someone please enlighten me to this new nautical rule?

Thank you,
Laura Sargent
Yacht Malolo

Dear *Compass* Readers,

I'm wondering if any readers know whether anything has ever been published on the following.

In approximately 1802 a ship left England bound for Australia with many women prisoners. Of course, the crew used them as concubines, and one young beautiful woman, Mrs. Clark, lived with the captain. When the ship was on the latitude of Buenos Aires, this woman made a plan to murder all the crew except for a few sailors. Mrs. Clark stabbed the captain.

The ship came to Buenos Aires and soon this woman married a rich man. After his death she received an inheritance.

In 1806 the British Empire invaded Buenos Aires and Montevideo and held them for six months. During this war Mrs. Clark helped nurse many of the wounded British soldiers and because of this England forgave her crime. She lived in Argentina as a noble person. In 1834, Charles Darwin and Fitzroy visited her. (I know this story from Darwin's book.)

I think there must be a book about this adventurer and about the mutiny on the ship. I checked the internet — nothing. If somebody has any information about such a book, please contact me.

Thanks,
Piotr Riabko
S/Y Pedroma
piatiletka2007@yahoo.com

Dear* Compass *Readers,

We publish the letter below not as an individual consumer complaint, but to illustrate a serious point to keep in mind when hiking ashore on any of the mountainous, forested islands. They are forested because they are rainy (because they are mountainous), and the rains frequently can and do change the characters and courses of the rivers and streams. Mudslides and rock falls that change a route are not uncommon.

When living in Grenada in the 1970s, our favorite hike was on an unimproved trail to the then seldom-visited Seven Falls. One memorable time, I lingered behind my companions, enjoying the rainforest flowers and birds, completely unconcerned because I knew the way well from former visits: just follow the stream when you reach it. Suddenly I looked up and realized I was totally lost. I backtracked until I recognized a landmark, then followed the stream again. Lost again. The tale of the tourists who decided to try an "alternate" route down St. Vincent's volcano and staggered into a remote village four days later sprang to mind. Only whistling and shouting for what seemed like ages finally brought my companions back to find me. Yes, I'd followed the stream, as in former visits, but a heavy rain had cut a new streambed — which led me into terra incognita rather than to the falls.

We always recommend, especially for the first time on any hike, that you go with someone who has done it recently, whether or not you have written directions.

Sally

Dear *Compass*,

The guides of Saint Christopher Doyle will be familiar to all readers and rarely a day passes on *S/Y Oriole* without reference to one of these excellent publications. However we have formed the opinion that Saint Christopher views the Caribbean through rose-tinted spectacles and rarely, if ever, describes anything other than in glowing terms.

We had been warned by a keen mountaineering friend that the "cool shady walk" up the Deshaies River behind the bay of the same name in Guadaloupe, appealingly described by Saint Christopher, was not for the faint-hearted and that he had turned back defeated by impenetrable jungle and roaring torrents.

So armed with steely determination we set off to find out for ourselves. Our confidence was somewhat undermined when we met en route a yachtie couple, who having braved the loosely tethered bull, had also turned back defeated.

—Continued on next page

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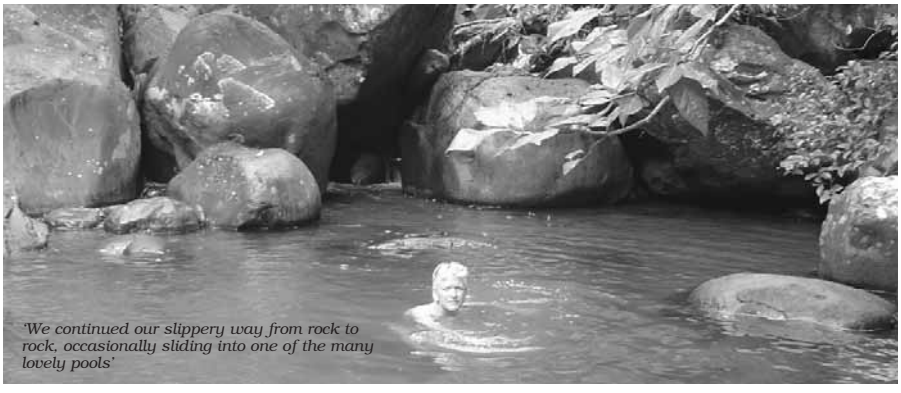
Where the concrete road ends at the river there is no discernable path and the route is as described by Saint Christopher: "follow the river from rock to rock". What he does not say through his rose-tinted spectacles, is that the rocks are extremely slippery and even with the most suitable footwear are hazardous to say the least.

However we set off with a will and waded and slithered our way for the first hundred meters or so. Faced with an impassable wall of slimy giant boulders, we detoured into the rainforest until the river looked more benign and then continued our slippery way from rock to rock occasionally sliding into one of the many lovely pools. We rewarded ourselves with a cooling skinny dip but realized that by now it was double or quits. We could not face climbing down the way we had come so we had to continue. This we did either along the riverbed or when it proved impassible struck out into the jungle.

However we never reached the "road that joins the river on the left hand side", which returns in "about fifteen minutes" to Deshaies, as, after over an hour's hard struggle, our attention was drawn to a faded notice nailed to a tree warning of *propriété privée* and *defense d'entrer*. Such notices are often an indication of welcome nearby civilization, so we ignored the warning and climbed up through the steep private property to reach a farm and eventually a convent surrounded by numerous shrines. We were about to enter to fall on our knees to give thanks for our deliverance, but were deterred by a notice entreating worshipping "hommes" not to enter without "un chemise avec manches" which we correctly translated as a shirt with sleeves.

We finally emerged onto the road, which presumably eventually meets the river as Saint Christopher describes. Thirty minutes' brisk walking returned us to Deshaies two and a half hours after we had started out. We rewarded ourselves with lunch in one of the lovely restaurants on the waterfront. With voluminous libations to Bacchus we thanked the god that we had avoided a broken ankle or worse and had come through with no more than a gashed shin and thoroughly wet clothes. We have decided that Saint Christopher must have had a mountain goat to guide him and cast iron ankle bones. Either that or he has never done the walk at all! Maybe he will tell us! Whatever the outcome *we* now view *our* walk through rose-tinted spectacles.

John Lytle
S/Y Oriole



'We continued our slippery way from rock to rock, occasionally sliding into one of the many lovely pools'

Dear John,

We passed your letter on to Chris Doyle for comment, which follows.
CC

Dear *Compass*,

John is not the first to write to me about the dangers and difficulty of the Deshaies River. Another reader gave up and said, "No way without proper hiking shoes". I have, of course, been up there quite a few times in either flip-flops or sandals. I have to say it took me some years to make it all the way up to the waterfall; it is a long way and I usually ratted out on the top road and was not sure whether the fall was the figment of someone's imagination. But one year I pushed on up and there it was, not too far up from the top road. Anyone who gets to the beginning of the Deshaies River and thinks it needs special equipment or the back-up of a search-and-rescue team, might do better to visit the Botanical Gardens instead, which are truly delightful, and do not normally include slippery rocks.

In a similar vein, I say in my Leewards guide that in calm conditions you can attempt a landing in Saba at Ladder Bay which was, after all, the only way to get ashore until recent times. I am changing the wording this year to discourage this, since many people have damaged themselves in the attempt.

Happy sailing and hiking!
Chris

Dear *Compass*,

One of the advantages of sailing outside the US and Europe is that health insurance becomes more affordable.

Our Medis Elite plan, administered by Global Assurance Group, costs less than the health insurance we had when we were employed in the US (counting employer contributions of course). For those of you who worked in high payroll tax European countries (as we did a while back), our plan would be an even greater bargain.

Global Assurance Group has several different Medis health insurance plans to choose from, all underwritten by Generali Worldwide, part of the Generali Group of Italy (assets: US$300 billion and S&P AA rating). So we're rather confident that the claim money will be there when we need it.

Coverage is fine for our needs, with all the major risks covered (subject to no more than the usual exclusions). We can say that after six years, our policy terms have not changed much. This is a relief in an age when many insurance policies suffer from "exclusion inflation" over time.

—Continued on next page

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39 Stevens, 1981	$ 46,000
37 C&C, 1985	$ 59,000
36 Frers, 1985	$ 55,000
35 Island Packet, 1991	$ 119,000
34 Tartan, 1988	$ 55,000
32 Bristol, 1976	$ 22,000
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55 Vitech Motoryacht, 1998	$ 499,000
55 Cheoy Lee LRC, 1980	$ 389,000
50 Marine Trader, 1980	$ 149,000
43 Mainship 430, 2003	$ 359,000
34 Mainship, 1979	$ 42,000
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27 Grady White, 1997	$ 50,000
26 Fortier w/cuddy, 1985	$ 59,900
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We Love Cats

—Continued from previous page

But most importantly, we have found claim processing to be relatively easy and painless. The folks at Global Assurance Group are attentive to your needs and quite responsive. Their quality of service far surpasses anything we experienced in the US and Europe. If you can scan documents, you can process claims exclusively by e-mail. Cruisers know that e-mail is the only efficient way to "take care of business" with distant providers in the US and elsewhere. For six years now, Global Assurance Group has been processing the claims we send them from the Caribbean and Europe with nary — or almost nary — a hitch. If a hitch occurs, they are prompt to help fix it.

Go to Medishealth.com and see for yourself. There really is no excuse to go cruising without health insurance these days.

For the suspicious (and in our experience, all good sailors are suspicious), we have no connection with Global or Generali, and receive no consideration from them. It's just that when we have tested a product for six years, and found it to work well, then we like to share the experience. We all know that very few things on boats work as advertised.

It's easy to pick the best whatever "it" is you want on the internet. The difficult question is whether whatever it is you just bought with your precious cruising dollars will stand the test of time in a difficult environment. Our health insurance has done just that; and that's worth writing home about.

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Dear *Compass*,

We are currently in Panama. We left San Francisco in 1996 for the start of our circumnavigation. In 1998 we purchased a Four Winds II wind generator directly from the manufacturer, Everfair. We brought the unit down to Mexico from the west coast US and installed it there. Because Mexico has very light air we never could really test the unit until we headed out across the Pacific, eight months later. When we got to New Zealand we discovered we had a multitude of problems. After running around in circles like hamsters on a treadmill with the old management at Everfair and getting the run around from them, too, we got lots of "It's not our fault; you must have broken it or done something wrong; try to fix it yourself". Most of the problems were manufacturing related.

Recently, a friend of ours and fellow SSCA member, circumnavigator Bruce Dage, told us that Everfair has a new name, Four Winds Enterprises, and new management and appeared to be some nice folks (Paul Marcuzzo) who were genuinely interested in helping some unhappy customers from years past. We e-mailed Paul and told him our story. He e-mailed back the next day and with no reservations, went above and beyond the call of duty for us, since we had an unusual amount of manufacturing-related problems. He didn't have to do anything, since this was before his time, but he did and showed us that there are still some good, honorable business folks around who genuinely care about their customers and their products. Even after the smoke clears. Even if it wasn't their smoke. This guy went the extra mile for us, so we'd like to go the extra mile for him.

We recommend Paul and his company with no reservations at all. He's a good businessman who is interested in manufacturing good products and standing behind them, unlike a lot of marine-related businesses we've encountered over the years. Paul also advised me that they have made some changes that have made their units much better and more reliable. Now, they offer a three-year guarantee as opposed to one year in the past. I call that putting your money where your mouth is.

There are a number of marine-related products and service businesses that we've dealt with over the years that could take a lesson from this guy. Investment dollars in this type of approach and service comes back multiplied many times over down the road. We know you've all heard of the coconut telegraph. All of us cruisers talk to each other at some point and the topic usually comes up of what works and what doesn't. Who gives good service and who doesn't. Not to mention all of the new to-be cruisers that read the letters we current cruisers send to cruising magazines on these topics.

Fair winds and following seas to all,
Buddy and Ruth Ellison
S/V Annapurna

Dear *Compass* Readers,

As cruisers, we share many similar experiences and concerns. I believe that most of us would say that, despite the lovely surroundings, our fondest memories are formed around the people we meet. Cruising is an opportunity to meet a far broader cross-section of people than life on land provided. In the short time (20 months) that we have been cruising, we have met many wonderful and interesting people. Recently, on St. Lucia, we met the family that operates the Harmony Beach Restaurant & Bar. They are some of the finest people we have met anywhere. The food and service was some of the best we have experienced anywhere in the Caribbean. We would highly recommend them to anyone stopping near their Soufriere location. They will transport you from and to your boat, and also provide land-based taxi and tours.

As we are all aware, St. Lucia has been in the spotlight because of recent crimes and the sometimes peskiness of certain boat boys. We believe that the government is making a serious effort to improve the environment for the cruising community. We realize that no place is one-hundred-percent safe. Major North American cities have struggled to reduce crime for two hundred years, and continue to do so. That does not prevent us from visiting places like New York City. St Lucia is a beautiful and interesting island, as are its people. We are happy that we stopped for a visit. Our cruising experience, and our memories, are better because of them. We hope you all take the time to share our positive experience.

Tony and Kris
S/V Ticketoo

Dear Compass Readers,

We want to hear from YOU!

Please include your name, boat name or address, and a way we can contact you if clarification is required.

We do not publish individual consumer complaints or individual regatta results complaints (kudos are okay!). We do not publish anonymous letters; however, your name may be withheld in print at your request.

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

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Letter of the Month

Open Letter To The St. Lucia Tourist Board
Dear St. Lucia Tourist Board,

I write with concern for the safety of visitors to Rodney Bay, St. Lucia. This bay, as everyone knows, is one of St. Lucia's greatest assets for the hotel industry. It is about one-and-a-half miles wide and the same in depth, offering splendid sheltered waters for just about all watersports. Even those who do not participate in these water activities delight in watching the paragliding, kayaking, sailboarding, Hobie Cat sailing, pedal craft, and wave runners. This all sounds ideal and for the most part it is, but playing in beautiful water playgrounds needs supervision. I have observed that those hiring out watercraft do indeed have safety boats. However they are either too slow to react or have other duties to attend that keep them from responding quickly in situations that can put visitors at risk.

Just a case in point: a Hobie Cat was happily sailing towards the center of the bay in light winds, when it was caught by a gust that caused it to capsize next to the cruise ship *Club Med 2*. For an experienced sailor this is not too hazardous. Simply right the cat — loosening the sail and standing on one of the hulls would do the trick — and off you go again. Unfortunately the two men were tossed into the water, and the cat was caught in the anchor chain of *Club Med 2* which made it difficult to right it. The hulls were sticking up out of the water and with another gust the cat freed itself and drifted quickly away, leaving the two men in the water and in a bit of a panic. In this case a fellow cruiser, realizing these people needed help, went to their aid in his dinghy. He had to pull them from the water and even though they both had life vests on, they were blue and not easy to spot. Also one of the men had a life vest that was too big for him so it was slipping over his head.

Having rescued the men, the cruiser offered to go after the Hobie Cat for them. The bedraggled sailors were no longer interested in their craft. One exclaimed, "You could die out here!"

The safety boat eventually arrived, took the men, retrieved the Hobie Cat and towed it in with the men staying on the safety boat.

In this case inexperience, fear and the lack of an attendant safety boat almost caused a nasty accident. In a similar incident, tourists in a pedal craft, not realizing the dangers, had gone too far out into the bay. Pedaling furiously against a 15-knot wind and an out-going tide, they were getting nowhere. They ended up way out by Pigeon Island, and again the rescuer was a cruiser.

A sailboarder got too tired... a wave-runner whose craft would not operate... all rescued by cruisers. I could go on and on.

A water taxi was seen carrying four fairly large customers out to Pigeon Island — innocent you might say? But the weight of those four people and the operator left very little freeboard, and not a life vest in sight.

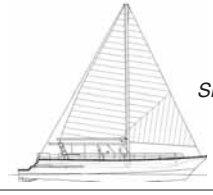
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CATAMARANS

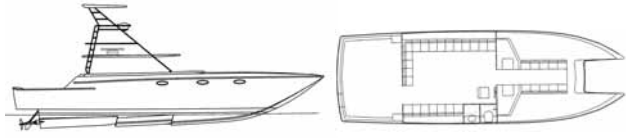


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46' Hunter 460, 2cab/ 2hd, Well equipped!	'01	$189K	36' Tiburon, 1cab/1hd Solid cruiser!	'76	$ 47K
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46' Beneteau 463, 3cab/3hd	'99	$159K	36' Jeanneau Sun Odyssey, 2cab/1hd	'99	$ 75K
45' Jeanneau Sun Ody. 3cab/3hd	'99	$149K	36' Hunter Vision 36, 2cab 1 owner since new!	'92	$ 69K
45' Downeast Yacht, 3cab/2hd, Well maintained!	'79	$159K	35' O'Day, 2cab/1hd, Great condition	'87	$ 45K
45' Hardin Voyager, 4cab/2hd Bargain!	'79	$ 70K	35' Beneteau Oceanis, 2 cab/1 hd	'95	$ 59K
45' Bombay Explorer, 2cab/2hd World cruiser!	'78	$ 65K	32' Beneteau 322, 2cab/1hd aft ckpt	'99	$ 56K
44' Beneteau 44CC, 2cab/2hd, In great shape!	'94	$198K	**MULTIHULLS**		
44' CSY 44 2cab/2hd, Reduced – Motivated!	'77	$ 85K	46' Fountaine Pajot Bahia 4cab/4hd 2 avail. from	'01	$370K
44' CSY Walkover, 2cab/2hd, Great condition!	'79	$155K	45' Prout Catamarans, 2 cab Never chartered!	'95	$280K
44' Nordic Cutter 2cab/1hd Refit 2000!	'86	$139K	45' Prout Ocean Ranger, 4 cab World cruiser	'80	$119K
44' Moody CC, 2cab/1hd, Great value!	'95	$175K	44' Voyage Norseman 440 4cab/4hd	'02	$360K
43' Irwin Mark III, 2cab/2hd, In excellent shape!	'89	$149K	42' Lagoon, 3cab/2hd, Well equipped!	'92	$239K
43' Mason, 2cab/1hd, World Cruiser!	'81	$129K	42' Solaris Cat, 4cab/4hd, in Rio Dulce	'86	$119K
43' Serendipity, 2cab/1hd, Performance Cruiser	'81	$ 69K	40' Fountaine Pajot Lavezzi, Owner's Version	'03	$295K
42' Dufour Gibsea, 2 cab/2 hd, Well maintained!	'01	$129K	38' Fount.Pajot Athena, 4cab/2hd	'99	$165K
42' Jeanneau CC 2 cab/2 hd, Recent upgrades!	'97	$149K	**POWER**		
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40' Beneteau M405, 3cab/2hd, Loaded!	'95	$119K	42' Nova Marine Trawler, Sundeck trawler	'98	$249K
40' Bayfield, 2cab/2 hd, New Listing!	'84	$110K	42' Hershine 42, Motor yacht 4 cab/4 head	'89	$ 99K
40' O'Day, 2 cab/1 hd, Comfortable cruiser!	'86	$ 59K	36' Heritage East 36 2cab/2hd, galley down	'01	$209K
40' Catalina 400, 2cab/2hd, New Listing	'95	$139K	35' Maxum SCR 3500, 2 cab/1 head	'01	$129K
38' Hunter 380, 3cab/1hd, In St Vincent	'99	$ 89K	27' Eastern 27 Down East, 1 cab	'06	$ 99K

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Every time we are anchored in the bay, there are two or three incidents a week.

Visitors come to St. Lucia to relax, have fun, sometimes to get married on those beautiful sandy beaches, so romantic. They are not always people who understand that the sea commands respect, so that they can enjoy their holidays.

It's all very well for me to criticize, you might say. However there is a solution, and it's so simple it's a "no brainer": One safety boat contributed to by all watersports operators, patrolling the bay whenever any watercraft are out there. (The safety boat operators should be aware that rain squalls increase wind speed and many visitors cannot cope with these conditions.) For the sake of a few thousand EC dollars, Rodney Bay would be prepared and avoid any fatalities that would surely blight the reputation of this island paradise.

I do hope that this is taken as a helpful observation and not a criticism. I sincerely hope that my words are empty warnings and that for the sake of a watchful eye, a watercraft would not be drifting helplessly towards Venezuela or some pour soul drowning. This wonderful water playground is part of what keeps St. Lucia a top-class holiday destination and I am sure with your good offices and some much needed regulation, it will stay that way.

Yours sincerely,
Barbara Morgan
Yacht Phantasie

Dear Ms. Morgan,

Thank you for your letter which explains in detail some of your observations on the water-related activities which took place during your recent anchorage at Rodney Bay.

The Board recognizes the need for proper regulation of watercraft operators in the area, but we are guided by several initiatives which will lead to a more structured use of Rodney Bay and will redound to the safety of all users of the resource.

The Marine Industries Association of St. Lucia (MIASL) along with the Ministry of Tourism have had discussions on a way forward on the issue with the initial step of allowing the operators an opportunity to regulate their own conduct. Ongoing reports indicate self-regulation has not resulted in a change in behaviour and so a revisit of the issue became necessary.

The Ministry continues to work with MIASL on continuing efforts such as a coxswain training program which has seen over 300 men and women operators complete the course, the acquisition of published material on safe practices for jet ski operation and the introduction of demarcated exclusion zones for specified uses, among others. In addition, high level discussions continue on increased co-ordination between various agencies — St. Lucia Air & Sea Ports Authority, Marine Police, Ministry of Tourism & MIASL — to explore new measures that will assure users of our coastal waters, such as yourself, that they need not fear for their safety or that of others.

We take your well-grounded suggestions on board in the spirit in which they were kindly offered and hope that you will see marked improvements on your subsequent visits. We welcome hearing from you again on the effectiveness of the modes of operation and thank you for helping to keep St. Lucia and more specifically Rodney Bay safe for everyone.

Sincerely,
Maria C. Fowell
Director of Tourism
St. Lucia

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CALENDAR

MARCH

1 - 4 27th St. Maarten Heineken Regatta. www.heinekenregatta.com
3 FULL MOON
8 International Women's Day
9 - 10 St. Vincent Blues & Rhythms Festival. www.svgtourism.com
9 - 11 Bared International Regatta, Puerto Rico. Club Náutico de Puerto Rico (CNPR), tel (787) 761-7541 or (787) 863-3761
9 - 11 Heineken Culebra International Regatta, Puerto Rico. www.sailcort.com
9 - 12 8th Dark & Stormy Regatta, BVI. West End Yacht Club (WEYC), Tortola, tel (284) 495 1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
10 - 11 Antigua International Laser Open. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
11 - 12 International Open Laser Championship. AYC
12 Commonwealth Day. Public holiday in some places
14 National Heroes Day. Public holiday in St. Vincent & the Grenadines
15 - 18 12th Annual Tobago Game Fishing Tournament. www.tgft.com
16 - 7 April 8th Transcaraïbes Guadeloupe to Cuba Race/Rally. www.transcaraibes.com.
17 St. Patrick's Day. Public holiday in Montserrat; Festival in St. Patrick's, Grenada; 38th Annual St. Patrick's Day Parade and Celebration in Christiansted, St. Croix, USVI: http://stpatricksdayparadestcroixvi.com
17 - 18 16th Banana's Cup Regatta, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
21 - 25 5th St. John Blues festival. www.stjohnbluesfestival.com
22 Emancipation Day. Public holiday in Puerto Rico
22 - 25 34th International Rolex Regatta, St. Thomas. www.rolexcupregatta.com
24 - 26 Antigua Mega Yacht Challenge, English Harbour, Antigua. NOR and entry form available from Nehesia Nichols, yachtclub@candw.ag or www.antiguayachtclub.com or call (268) 460-1799
26 - 1 April BVI Spring Regatta & Sailing Festival. www.bvispringregatta.org
29 Transfer Day. Public holiday in USVI
29 - 1 April St. Barts Bucket Race.
30 Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago

APRIL

2 FULL MOON
5 Annual Compass Writers' Brunch, Bequia. sally@caribbeancompas.com
5 - 7 Caribbean Cup (Optimists), Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax: 0596 51 73 70, cn.leneptune@wanadoo.fr
5 - 9 26th Bequia Easter Regatta. www.bequiatourism.com. *See ad on page 11.*
5 - 9 Grenada "Round-the-Island" Easter Regatta. www.aroundgrenada.com. *See ad on page 13.*
5 - 9 Easterval Festival, Union Island. (784) 458-8350
6 Good Friday. Public holiday in many places
6 - 9 Spanish Town Fisherman's Jamboree and 11th Annual Wahoo Tournament, BVI
7 - 9 Virgin Gorda Easter Festival
8 Easter Sunday. 7th Annual Model Boat Race, Catamaran Marina, Antigua
9 Easter Monday. Public holiday in many places
9 - 10 Goat and Crab Races, Mount Pleasant and Buccoo Village, Tobago
12 - 2 May St. Maarten Carnival
14 Underwater Cleanup, Bonaire. www.dive-friends-bonaire.com
17 José de Diego Day. Public holiday in Puerto Rico
19 Declaration of Independence Day. Public holiday in Venezuela
19 - 24 20th Antigua Classic Yacht Regatta. www.antiguaclassics.com. *See ad on page 10.*
20 - 22 Tobago Jazz Festival, Plymouth, Tobago
21 Virgin Queen Pizza Pursuit Race, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, fax (284) 494-6117, www.rbviyc.net
21 - 22 Triskell Trophy Race, Guadeloupe. *See ad on page 12.*
21 - 29 Barbados Congaline Carnival
22 Earth Day
22 - 28 St. Thomas USVI Carnival
25 - 29 Caribbean Film Festival, St. Barts. www.st-barths.com
26 Guadeloupe to Antigua Race. AYC
27 - 29 6th Carriacou Maroon Music Festival. www.grenadagrenadines.com/fest.html
28 National Heroes' Day. Public holiday in Barbados
28 - 29 8th Annual Int'l Cancer Benefit Regatta, Trinidad. Trinidad & Tobago Sailing Assn. (TTSA), tel (868) 634-4210/4519, fax (868) 634-4376, info@ttsailing.org, www.ttsailing.org
29 - 5 May 40th Antigua Sailing Week. www.sailingweek.com
30 Queen's Birthday. Public holiday in Netherlands Antilles

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, or
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