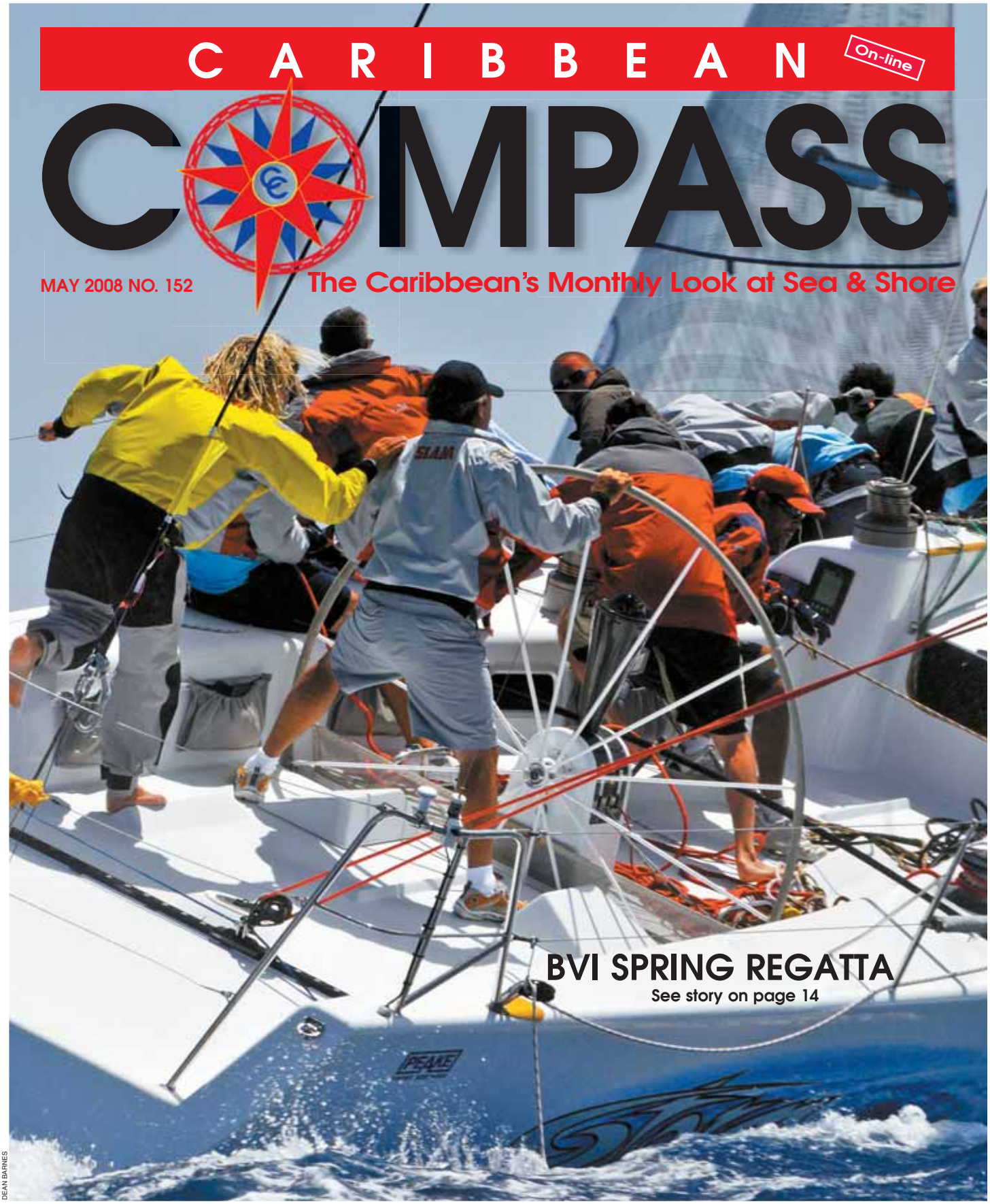
CARIBBEAN On-line
COMPASS
MAY 2008 NO. 152
The Caribbean's Monthly Look at Sea & Shore



BVI SPRING REGATTA

See story on page 14

DEAN BARNES



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GAR/GPSMAP300

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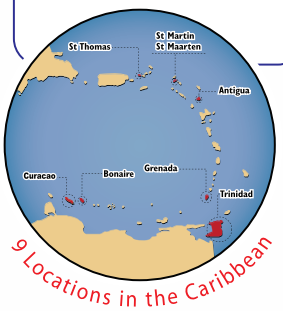
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STE/392

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The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

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CALENDAR

MAY

1 May Day/Labour Day. Public holiday in many places
1 Ascension Day. Public holiday in some French and Dutch islands
1 West Marine Atlantic Cup sets sail from Tortola, BVI to Bermuda. www.carib1500.com
1 – 3 Le Combat de Coques Regatta, Martinique. Club Nautique du Marin (Martinique). tel (596) 74 92 48, fax (596) 74 62 02, club-nautique-du-marin@wanadoo.fr
1 - 4 Big Drum Festival, Union Island, St. Vincent Grenadines
2 Arrival of Ioumoulico Carib Canoe Project at Scott's Head, Dominica
2 - 11 St. Lucia Jazz Festival. www.stluciajazz.org
3 Poker Run round-the-island powerboat rally, Guadeloupe. (590 690) 35 56 48
5 World Environment Day
5 Arrival Day. Public holiday in Guyana
8 Armistice Day. Public holiday in French West Indies
8 ARC Europe sets sail from Jolly Harbour, Antigua, to Portugal. www.worldcruising.com
8 - 12 Canouan Regatta. Canouan Sailing Club (784) 458-8197
9 - 11 Anguilla Sailing Festival. www.anguillaregatta.com
9 - 12 42nd Antigua & Barbuda Sports Fishing Tournament. www.antiguanice.com/fish
10 - 11 BVI Dinghy Championships, Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
11 Dutch Antilles Windsurf Challenge, Bonaire
11 Mothers' Day, Public holiday in Puerto Rico
11 - 16 Angostura Tobago Sail Week. www.sailweek.com
12 Whit Monday. Public holiday in many places
12 – 20 Gastronomic Week, Sainte-Marie, Martinique. (596 596) 69 13 83
17 – 18 Captain Oliver's Regatta, Sint Maarten. www.coyc-sxm.com
19 Clipper Round the World Race stopover at Port Antonio, Jamaica. www.clipperroundtheworld.com
20 FULL MOON
20 Independence Day. Public holiday in Cuba
21 - 24 4th Annual Bonaire Jazz Festival. www.bonairenet.com
22 Corpus Christi. Public holiday in many places
22 Emancipation Day. Public holiday in Martinique
23 - 25 34th Annual Foxy's Wooden Boat Regatta, Jost Van Dyke, West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
23 - 25 BVI Music Festival, Tortola. www.bvimusicfest.net
23 - 27 Around Guadeloupe Race. www.triskellcup.com
24 – 30 Les Jeux des Iles (Island Games), Guadeloupe.
24 - 31 Curaçao Dive Festival. www.curacaodive.com
26 Memorial Day. Public holiday in Puerto Rico and USVI
26 Independence Day. Public holiday in Guyana
29 - June 1 Mount Gay Boatyard Regatta, Barbados. www.thetecheng.com/mountgay
30 Indian Arrival Day. Public holiday in Trinidad & Tobago
30 Anguilla Day. Public holiday in Anguilla
30 - June 1 4th Mini Zoo Regatta, Gosier, Guadeloupe. www.zoo-regatta.com
TBA Heineken Jazz Fest, Puerto Rico. (787) 724-9200

JUNE

9 Queen's Birthday (UK). Public holiday in Anguilla
14 – 15 Harris Paints Regatta, Barbados. www.barbadosyachtclub.com
15 Fathers' Day. Public holiday in Puerto Rico
18 FULL MOON
19 Labour Day. Public holiday in Trinidad
20 – 24 La ExpoNáutica Anzoátegui (boat show), Lecherías, Venezuela. www.enoriente.com/expomorro
21 Summer Solstice
21 Financial Services Challenge Race, BVI. RBVIYC
21 International Music Day: Music and Mariners Festival. Marina Bas-du-Fort, Guadeloupe. (590 690) 72 88 09
21 - 22 Caribbean One Design Keelboat Championships, St. Maarten. www.tropicalsailloft.com
24 Battle of Carabobo Day. Public holiday in Venezuela
26 - 28 12th Annual St. Kitts Music Festival. www.stkittsmusicfestival.net
27 - 29 Fishermen's Festival, Charlotteville, Tobago
27 - July 8 St. Vincent Carnival. www.carnivalsvg.com
28 - Jul 6 North American Optimist Championships (OPTINAM), Curaçao. www.optinam2008.org
29 Fisherman's Birthday (St. Peter's Day). Boat and dinghy races in many fishing communities
29 - July 6 HIHO Windsurfing Week, BVI. www.go-hiho.com
TBA Green Island Weekend, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
TBA Morgan's Run 2008, rally from Cartagena, Colombia to Old Providence and San Andres. www.DestinationCartagena.com/morgans_run.html

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

Cover: BVI Spring Regatta 2008
Photos: Dean Barnes

Info & Updates

Grenada Immigration

A person clearing into Grenada aboard a yacht may now receive 90 days' stay from Immigration (this reverts to the practice of a year ago). Following the initial 90 days, if the person wishes to remain in Grenada, he should apply to Immigration (at either the Immigration office at the Botanical Gardens in St. George's, Grenada, or the Immigration office in Hillsborough, Carriacou) for an extension, which will be charged at EC$25 for each additional 30 days.

When clearing in, let Immigration know if you will be flying out of the country rather than leaving aboard the yacht. You'll be given a form to fill out that will expedite your departure at the airport.



CHRIS DOYLE

Prickly Bay, on Grenada's south coast, is a popular port of entry for yachts

French Form Gets Kudos

Keats Compton reports: Yachtsmen clearing into Martinique give high praise to the single-page Customs form in use there. There are two simple sections: one for essential information about the yacht and one for essential information about the persons aboard. It should take no more than five minutes to fill out, even if you have *beaucoup* crew. *Vive la France!*

US Passport Rule

United States citizens traveling to the Caribbean, Canada and beyond by sea, air or land, will be required to have a passport to return into the US come June 1, 2009.

Eight Bells

A pioneer in the Caribbean's scuba-diving world, Bert Kilbride died on January 8th at the age of 93. A Massachusetts-born treasure hunter who came to the Virgin Islands in 1956, he created one of the region's first recreational diving operations. After a short stint on St. Croix, he gained resident status in the BVI and started Dive BVI.

In 1967, Kilbride built the 12-room Drake's Anchorage resort on Mosquito Island. The reefs surrounding the island of Anegada, a graveyard of ships, were nearby. He was involved in the finding of 91 different shipwrecks in that area.

In a 2000 article in *Sport Diver* magazine, A.J. Bernstein wrote: "In 1970 Kilbride sold Dive BVI and moved to Saba Rock, a 3/4-acre spit of land in Virgin Gorda's North Sound. He had to haul in everything from the dirt up. He built a house out of driftwood and rock. There he began Kilbride's Underwater Tours (Dive With Pride With Bert Kilbride!).... In 1989, Hurricane Hugo blew through the BVI and did enough damage to temporarily kill off the dive business, so Kilbride opened the Pirate's Pub on Saba Rock." Kilbride also established a wreck museum on Saba Rock to display many of his underwater finds.

According to Kilbride's website (www.bertkilbride.com) "In the 1960s I created the 'Resort Course' for beginners interested in scuba diving.

—Continued on next page



—Continued from previous page

It is now taught worldwide under the name of the 'Introductory SCUBA Course'." Kilbride claimed that his mother made him his first dive mask when he was eight years old, and that in 2004, for his 90th birthday,


BERGAND 2

Bert Kilbride, the face of scuba diving in the Virgin Islands for half a century

the Guinness Book of World Records proclaimed him the Oldest Scuba Diver in the World.

Kilbride told Bernstein, "I've thought about being frozen just before I pass on. They could defrost me around 2062, and I'd renew my 99-year lease on Saba Rock, then maybe get in a dive or two. Wouldn't that be something!"

Cruisers' Site-ings

• Venezuela's maritime safety organization ONSA (Organización Nacional de Salvamento y Seguridad Marítima) welcomes boaters to its Web platform for Discussion Forums at ***www.onsa.org.ve/comunidad/forum***/. You can register and participate in the English-speaking section for Caribbean cruisers and other English-speaking users (www.onsa.org.ve/comunidad/forum/viewforum.php), to comment on and discuss any issues related with life at sea: maritime safety, tourism, incidents, etcetera.

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

• The monthly bulletin of the international Seven Seas Cruising Association (SSCA) is now available for members on-line at the Members' Section of ***www.ssca.org***. Not a member yet? Visit the website to see all the benefits of membership and learn how you can join.

• June 21st/22nd, 2008 is the eighth annual "Summer Sailstice" and an opportunity for you to join all sailors in a common celebration of sail. Summer Sailstice is the global holiday celebrating sailing held annually on the summer solstice, the longest sailing days of the year. It's easy to participate in Summer Sailstice and it's free! Summer Sailstice participants who register automatically become eligible to win one of over 300 prizes from the sponsors, from yacht charters to sailboats to gift certificates from top sailing retailers. Just sign up at ***www.summersailstice.com*** and go sailing!

For more information contact john@summersailstice.com.

Not APIS Again!?!

A Caribbean Economic Community (CARICOM) Heads of Government meeting on Crime and Security was held in April in Trinidad. There it was agreed that, building on the legacy of the security co-operation arrangements put in place for the Cricket World Cup 2007, during which matches were held on several islands, some of the elements would be upgraded and expanded on a permanent basis. These elements include the Advance Passenger Information System (APIS), which wreaked such havoc when sporadically applied to yachts in 2007 without prior consultation, introduction or consideration of the peculiarities of the yacht tourism industry.

At the beginning of 2007, ten CARICOM countries (Jamaica, Antigua & Barbuda, St. Kitts & Nevis, Dominica, Barbados, St. Lucia, St. Vincent & the Grenadines, Grenada, Trinidad & Tobago and Guyana) passed national legislation requiring APIS compliance from "ALL air and sea carriers", although to our knowledge, only Antigua & Barbuda, St. Vincent & the Grenadines and Barbados ever actually required yachts to comply.

To comply, the master of every vessel sailing to or from a CARICOM port of entry was to supply detailed passenger information via a complex "fill-in-the-fields" form found on a website (www.caricomeapis.org). Arrival time was to be stated in days, hours and minutes. The completed form was to be sent electronically to ports of entry in advance of arrival and departure. The forms were to be submitted according to a strict timetable relevant to the vessel's time of departure and/or arrival, with different advance times required depending on whether you were arriving in, departing from, or traveling within CARICOM. Fines for non-compliance were in six figures.

An overwhelming number of private yacht skippers, and many of the professionals, too, found the complicated, time-consuming and internet-dependent system unworkable, placing the Eastern Caribbean's yacht tourism industry at risk.

At an October 2007 meeting between stakeholders and the Joint Regional Communications Centre (JRCC: the implementing arm of APIS), Caribbean Marine Association (CMA) Director Donald Stollmeyer recommended: "…APIS be suspended for yachts pending a properly organized, in-depth analysis of the manner in which the yachting industry operates. Based on the information gathered, informed choices could be made to address the needs of the yachting industry and, at the same time, satisfy the reasonable anti-crime/terrorism requirements of the JRCC." Any application of APIS to yachts was suspended in late 2007.

At the conference in April, the CARICOM Heads agreed to sign the Maritime and Airspace Security Cooperation Agreement, which includes APIS, by July. Past CARICOM Chairman, Prime Minister of St. Vincent & the Grenadines Dr. Ralph Gonsalves, was quoted in the April 18th edition of the *Searchlight* newspaper: "In relation to the Advance Passenger Information System, we are aboard, but we have to put other systems in place in relation to the yachting business because of the nature of the sector."

Meanwhile, at a meeting of the Organisation of Eastern Caribbean States Council of Tourism Ministers, held April 10th and 11th in Antigua, concern was expressed over the implications for the yachting sector of the proposed reintroduction of APIS by CARICOM. Ministers feared that APIS could reduce the number of yacht visitors to the sub-region.

If you have any input or comments on the APIS system to be put in place for yachts, contact your national recreational marine trades association, or the CMA at info@caribbeanmarineassociation.com.

—Continued on next page

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—Continued from previous page

A Bit of Fun

Bob Williamson, King Robert the Bald of Redonda, reports:



Rodney Nicholson—Duke of English Harbour

Earlier this year a new Duke was ennobled by the Court of the Kingdom of Redonda: none other than the esteemed Rodney Nicholson.

The eldest son of Commander Nicholson, founder of Antigua's first yacht harbour and later of the yacht charter industry in the Caribbean, Rodney sailed with his brother Desmond into English Harbour in 1948 aboard their father's yacht, the schooner *Mollyhawk*.

The Nicholson family settled in the rather forlorn Nelson's Dockyard, then crumbling, roofless and uncared for. Most people shunned the Dockyard in those days in the belief that it was haunted (and many still believe that). *Mollyhawk* began to charter to family friends and her fame spread back in the UK. The two boys served as crew and many guests had lovely holidays on their unique cruises.

The investiture of The Duke of English Harbour was held on the terrace of Rodney's house overlooking Nelson's Dockyard. Four Redondan Court stalwarts clad in *Schooner St. Peter* T-shirts carried King Robert the Bald headhigh on a chair across the lawn. Team leader Vadim Uliyanov, in a large, beribboned, pirate's tricorn hat, led the parade to the waiting crowd. Rodney celebrated his 80th birthday at the investiture.

There is only one other Duke in the Redondan Court: Jules Walter of Falmouth who was one of the first people to come aboard my boat, the Royal Yacht *St. Peter*, when she arrived in Antigua after her voyage from St. Petersburg in Russia in 1995.

Rodney enjoys his newly acquired title. The new Duke will be invited to the 128th anniversary of the Kingdom of Redonda sometime after the end of Antigua Sail Week 2008, to be held at the Royal Redonda Yacht Club in the Mad Mongoose. The celebration will also mark the tenth year of Robert the Bald's reign. See you all there.

For date and time contact bobw@candw.ag.

Nautical Expo in Venezuela

The commercial center of Plaza Mayor and adjacent docks at Lechería, convenient to the marinas at Puerto La Cruz, Venezuela, will be the venue for La ExpoNáutica Anzoátegui from June 20th through 24th. This nautical exposition will showcase the boats and boating-related goods and services available in the state of Anzoátegui. This is the only show in Venezuela that exhibits boats in the water. The price of admission is 15 BsF.

For more information visit www.enoriente.com/expomorro.

Lighten Your Load

Melodye Pompa reports: If passing through Carriacou on your way south to your hurricane hole, leave your unneeded stuff at the Carriacou Yacht Club for the August 1st auction benefiting the Carriacou Children's Education Fund. We accept all those spare boat parts that you have never used, household goods, clean used clothing, and, of course, cash.

The proceeds of the annual auction make it possible for several students to attend the T.A. Marryshow Community College and for a large number to have the required uniforms and textbooks for primary and secondary school. Your contribution makes a big difference in these children's lives.

If you are not rushing south, please join us in Carriacou for the annual CCEF activities directly preceding the 43rd Annual Carriacou Regatta Festival.

For more information on the Carriacou Regatta Festival visit www.carriacouregatta.com.

For more information about CCEF contact boatmillie@aol.com.

Ooops!

We omitted the by-line for last month's What's on My Mind department story, "Caught in a Net". The author of that article was Martin Brown.

Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertisers Soreidom of Martinique, on page 5; and Carib Mar Electric, Gittens Engines, KNJ Mariner and Ships' Carpenter of Trinidad, Sling's Upholstery of Carriacou, and Petit Breton of Martinique in the Market Place department, pages 51 through 53. Good to have you with us!



Business Briefs

Star News from the Marina at Marigot

Oscar-nominated actor and comedian Eddie Murphy became the latest A-list celebrity to be spotted at the Marina at Marigot Bay in St. Lucia's when he cruised into the bay last month on board the luxury mega-yacht, *Sherakhan*.

Murphy is not the first star to cruise into Marigot Bay. Morgan Freeman, Oprah Winfrey, Nicolas Cage and John Malkovich have all been yacht-based visitors to the bay, described as "the most beautiful in the Caribbean" by the novelist James A. Michener.



Class act. The 229-foot Sherakhan, *easing into St. Lucia's Marigot Bay. Actor Eddie Murphy was aboard*

At 229 feet LOA, *Sherakhan* was the largest mega-yacht to berth in The Marina at Marigot this season, with the classics *Velsheda* and *Adela*, each with a draft of 16 feet 6 inches, taking the record for the deepest yachts to berth there in the same period.

Marina Manager Bob Hathaway is looking forward to a busy "low" season with yachts of all sizes taking advantage of the shelter provided by Marigot Bay, and the confidence provided by the tried and tested Marigot Hurricane Plan. "For a marina situated in a year-round resort and fronting a 5-star hotel, our low season berthing rates are highly competitive," says Hathaway. "Security, shelter and quality of service are unequalled in the Caribbean"

For more information see ad on page 18.



DYT's float-on, float-off yacht shipping service offers new routes for the sportfishing community while supporting billfish conservation

DYT Partners with Billfish Foundation

Dockwise Yacht Transport has entered into a corporate conservation partnership with The Billfish Foundation (TBF), a globally recognized non-profit organization dedicated solely to conserving and enhancing billfish populations around the world. Its constituency is a comprehensive network of anglers, captains, mates, tournament directors, clubs and sportfishing businesses.

"While we have continued to improve our services to the yachting world, we have committed to offering more targeted routes for the sportfishing community with its growing mobility needs," said DYT Vice President Raymond Fisch. "By supporting TBF, we are supporting such programs as the organization's signature research project, a tag-and-release program in the Gulf and Caribbean Conservation Zone that uses the efforts of anglers to provide data and research to scientists and fisheries managers. As the largest and most successful international billfish-tagging program in the world, it unites thousands of anglers from every corner of the world through a common pursuit — fishing the world's oceans and improving billfish conservation."

"It is a pleasure to see Dockwise Yacht Transport willing to put such an emphasis on the importance of conservation in the marine industry," responded TBF President Ellen Peel. "They set an example by giving back to the resource, and without the support of businesses like them we could never hope to accomplish our goal of keeping billfish in the water for future generations of anglers to enjoy."

Meanwhile, DYT's newest ship, the 687.5-foot *Yacht Express*, left Ft. Lauderdale last month with a full load of cargo: US$154 million worth of private luxury and sportfishing yachts. The largest vessel of its kind, *Yacht Express* was purpose-built with a semi-submersible dock bay that allows yachts of any size to be safely floated on and off as cargo. This was its first run on a regularly scheduled round-trip route between Florida and the Mediterranean, which typically takes 15 days each way.

The first trans-Atlantic spring voyage of *Yacht Express* is a great milestone for us and for the yachting community," said DYT President Clemens van der Werf. "It provides yacht owners with a state-of-the-art transport facility with additional accommodations for crew who are riding along." *Yacht Express* features such amenities as complimentary cabins, an atrium with lounge bar and swimming pool, restaurant and cinema, as well as conference, media and fitness facilities.

"I'm half tempted to come back across on the ship myself in the fall," said boatowner John Walsey of California, whose first mate is accompanying Walsey's new 121-foot Broward on the ride across the ocean. "Or maybe I should just charge my crewmembers for the ride, since this is like being on a cruise ship," he joked. With the rising costs of diesel, he calculates that the price of the DYT service saves him money in the long run, not to mention time. "It also allows the crew some time off," he said, "and alleviates wear and tear on the boat and its engine."

For more information see ad on page 15.

Island Dreams' 'Launched and Alongside' Service

Island Dreams Grenada can launch your yacht and have it alongside, ready for when you return after the summer season. As an alternative to spending your first few days in a boatyard, Island Dreams will have your boat afloat and clean, with shore power and fridge on.



It's not just a dream. You can return to Grenada to find your boat launched, alongside and ready to go

Mark Sutton of Island Dreams says, "We can also do any other preparations requested — bend on sails, check systems, stow provisions, etcetera. This service was very successful last year, particularly for those who have limited time available for sailing.

"We prefer to see the boat in the water before the haul so we can spend an hour or two with the owner to become familiar with the boat's systems. Once the launch has been scheduled, the owner contacts us and we liaise with the yard as required. We take photos prior to the launch for the owner's records, and keep in close contact.

"Our new location in Grenada at Le Phare Bleu Marina and Resort has proved to be popular with all our clients, and with restaurant, bar and pool now open it is a great place to start the cruising season."

For more information see ad on page 36.

Volvo Penta Customer Service Network

Ciarla Decker reports: Frank Agren of Inboard Diesel Service in Case Pilote,...

—*Continued on next page*

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—Continued from previous page

...Martinique, is just one of a network of Caribbean Volvo agents focussed on providing first rate care for your Volvo Penta.

This "guardian angel" service was created by Volvo Sweden about five years ago to unite all service agents working in the Caribbean and form a customer service network. While each dealer remains independent, the client of Volvo Penta can now count on co-operation and communication among dealers. Egbert Charles in St. Lucia, Carl Mitchell in Antigua, Craig Lovett of Grenada Marine and Patrice Caillot of Mécanique Plaisance, Martinique, all work with Inboard Diesel Service to supply engines, parts, diagnosis and service to the Volvo yachting community.

Frank Agren started Inboard Diesel Service in Case Pilote in 1988. In December 2007, he opened his expanded showroom where he displays engines, parts, transmissions, generators, fuel conditioners and more. Frank has recently reached out to Sea Services Shipchandler in Fort de France to provide Volvo filters, belts and other common spares. This shows Volvo's



One proud member of Volvo Penta's Caribbean-wide customer service network is Inboard Diesel Service of Martinique (above), where you'll meet Frank Agren and crew (below)



continuing effort to be where the client needs them, and Frank attributes Volvo's success to this attentive service based on human relations and the competitive labour rates that he provides with his team.

The hottest product off the Volvo line this year for sailors is the Compact Collection. In Martinique, Mécanique Plaisance takes care of all engines up to 100 horsepower; Patrice Caillot is the contact there. Inboard Diesel Service does all Volvo units of more than 100 horsepower, stocks Northern Lights Generators from 5 to 32kw, and takes care of general maintenance.

The Inboard Diesel Hotline is available to Volvo Penta owners seven days a week from December to August annually at (596 596) 78 71 96. You can also contact a technician at info@inboarddiesel.com. To locate a Volvo Penta dealer, visit www.volvopenta.com.

For more information see ad on page 7.



Looking out from the pool deck over the floating docks to Le Phare Bleu Marina and Resort's signature lightship

Grenada's Le Phare Bleu Marina/Resort Officially Open

The Grand Opening of Le Phare Bleu Marina and Holiday Resort in Grenada took place on April 12th. Guest of Honour was Dr. the Hon. Keith Mitchell, Prime Minister, who praised Le Phare Bleu for setting the standard for progress within the tourism development sector, adding that the event "symbolizes... the vibrancy and dynamism of investment opportunities in the Spice Isle".

It has been just four years since Swiss couple Dieter Burkhalter and Jana Caniga arrived in Grenada and saw the potential for developing the site at Petit Calivigny Bay. Since then, the site has undergone a metamorphosis from wild, unkempt bushland to the completed Le Phare Bleu Marina and Holiday Resort. At the peak of construction, more than 70 Grenadians were employed and now that the project is fully operational, a further 30 Grenadians will continue to be employed.

The Le Phare Bleu Holiday Resort expects to appeal to a number of markets, including the Caribbean, the UK, Switzerland, Germany, Austria and the US and Canada. Offering luxury self-catering accommodation, a swimming pool and a choice of restaurants, the waterside development comprises nine bungalows, four apartments and one villa, all fully equipped with modern amenities, high-quality furnishings and enjoying magnificent ocean views from private verandas.

The full-service marina, which has been in operation since 2007, has slips for up to 60 boats and is characterized by the lighthouse ship *Västra Banken*, aboard which the popular Le Phare Bleu Restaurant is located. Benedetto's, the new Italian restaurant ashore, is also fast becoming a favourite. Le Phare Bleu Marina and Holiday Resort recently hosted the successful Grenada Round the Island Easter Race and hopes to be the venue for many more events in the future.

For more information visit www.lepharebleu.com.

New Northwest Caribbean Cruising Guide

Steve Pavlidis has just issued the *Cruising Guide to the Northwest Caribbean*, which includes Jamaica, the Cayman Islands, Honduras and its Bay Islands, plus Guatemala including the Rio Dulce. Pavlidis' book substantially updates the previous Jamaica guide written more than 11 years ago. It can be ordered on-line from Seaworthy Publications at www.seaworthy.com or by e-mail from orders@seaworthy.com.

Barbados Prioritizes Marina Development

A recent article in the *Barbados Advocate* newspaper highlighted the government's commitment to getting the marina aspect of the Pierhead Redevelopment Project off the ground.

According to Tourism Minister Richard Sealy, it is imperative that Barbados has a fully functional marina that can handle a number of large vessels. "We are missing out in a very significant way from a whole aspect of tourism because of a lack of those facilities," said Sealy. "The Caribbean is the number-one area for cruising and sailing in the world, Barbados is the first landfall over the Atlantic, and yet people sail past us and go to other... destinations, because we don't have the facilities here."

Sealy pointed out that such a marina would redefine the nation's concept of tourism. "It is definitely a must and will provide much-needed employment and we will see our marine environment being used in a more responsible way. When we think of tourism activities in the near-shore, we often think of the nuisance of jet skis... and so on, choking up the beaches; but we need to regulate all of that and realize that the marine environment can become a major, major boost," he explained.

Sealy also stated that, contrary to popular belief, Port St. Charles is not a marina, but rather, a waterfront development, with people who have bought residential units at Port St. Charles having the right to berth their vessel there. What Barbados needs, he said, is a marina like that in Rodney Bay, St. Lucia.

For Frugal Gourmets

Where can you get a three-course meal prepared by a French chef for EC$80 (plus service and tax)? At the dinghy-accessible restaurant at Whisper Cove Marina on Grenada's south coast, Chef Luke offers such fare as *Soupe de Poisson de Provence, Tartare de thon parfumé aux fruits de la passion, Langouste à la crème en aumonière de choux,* and *Banane flambée au rhum Vieux.*

For more information visit www.whispercovemarina.com.

Accreditation for BVI Marine Surveyors

The Professional Standards Committee of MECAL have recently authorized Caribbean Marine Surveyors Ltd. of Nanny Cay, Tortola, to carry out MCA Code of Practice as examiners for Small Commercial Vessels and Workboats. This should make it easier for locally based charter boats to achieve MCA Certification in order to comply with BVI laws.

For more information phone Caribbean Marine Surveyors Ltd at (284) 494-2091.



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CARIBBEAN ECO-NEWS

Caribbean Environmental Policy Being Developed

Panos Caribbean reports: Representatives of regional governments worked towards developing a Caribbean Environmental Policy at a special Caribbean Economic Community (CARICOM) meeting on environment held in Georgetown, Guyana, last month.

The 25th Special Meeting of the Council for Trade and Economic Development, a sub-committee of CARICOM, examined specific issues related to environment management in the region. Among the topics discussed were development of the Caribbean Regional Strategy on Climate Change; the potential impacts of climate change on vulnerable groups and communities; access to safe and sufficient water supply; the status of a Caribbean renewable energy development project; marine resource management; ratification and implementation of multi-lateral environmental agreements; sustainable tourism and marine and coastal eco-systems; funding for environment management in the region; and disaster management.

The regional body said a Caribbean Environment Policy would transform patterns of economic growth in the region, promote sustainable development and enhance the quality of life of Caribbean nationals. The policy, the first draft of which was developed at the meeting, is viewed as part of the regional thrust for increased integration under the Caribbean Single Market Economy (CSME).

"The CSME presents both challenges and opportunities for protecting the environment, and resolution of (regional) environmental issues is central to the effective functioning of the CSME," CARICOM noted.

Climate change is expected to more severely affect the small island states of the Caribbean owing to their small sizes and the heavy economic dependence on the environment for tourism-related products such as diving and snorkeling. It is also predicted that global warming, which results in warmer sea temperatures, will disturb the balance of the Caribbean's marine environment and have a negative impact on the fish population.

The Caribbean is next expected to lobby on environmental issues as a group in an international forum in December this year, when a follow-up meeting to last December's Climate Change conference in Bali convenes in Poland.

Tourism and the Marine Environment

Panos Caribbean reports: The Caribbean's tourism sector and governments must take greater responsibility for preserving and protecting the Caribbean's reefs as they are essential to the region's tourism, says Alessandra Vanzella-Khouri, Programme Officer at the Caribbean Environment Programme, the regional arm of the United Nations Environment Programme.

Vanzella-Khouri suggests that the tourism industry "can implement practices that reduce pollution; one of the main things is to put in tertiary treatment plants on big properties as certain types of harmful algae build up on the reefs when untreated sewage is discharged into the sea."

She says hoteliers should stick to existing building guidelines (especially those which are internationally accepted) that show how far from the beach facilities should be built. Maintaining the beach's natural vegetation, she says, was also a better environmental practice than removing the endemic plants and replanting new ones as part of landscaping. She stresses that restoring coastal habitats like mangroves and sea grass beds was a much more expensive and lengthy process than maintaining the integrity of the natural habitat.

She added that the region's governments need to enforce regulations to protect the reefs. "Most countries have regulations for Environmental Impact Assessments, EIAs, which investigate the likely impact of development on the environment and make recommendations as to whether such development should take place," she says. "However, despite the fact that some EIAs advise against some developments, there are times when the governments allow investors to go ahead with the project, ignoring the recommendations of the EIAs, or, in other instances, EIAs are not properly conducted and are biased."

She says that tourism strategy should aim at attracting visitors with more spending power, while protecting the very same natural resource base on which the tourism depends. "For example, in my opinion cruise ship tourism is not appropriate for every island. Building ports for large cruise ships requires massive infrastructure which causes serious environmental impacts and puts additional demands on the towns to handle the thousands of people that may arrive on a given day," she says.

While she recommends dive tourism as a viable option for the region, she says that the success of this venture depends on healthy reefs that in turn attract a variety of marine life. According to Mrs. Vanzella-Khouri, the Caribbean is the biggest recipient of dive tourism in the world and, in addition, the majority of tourists choose the Caribbean as a vacation destination because of the region's beaches and colors in the sea, both resulting from the presence of reefs. However, unless urgent steps are taken to protect what is left of the region's reefs, the Caribbean stands to lose significantly.

"Unfortunately, people can't appreciate what they don't know, much less if they can't see it. Reefs are underwater, out of sight, out of mind, and this is one of the major challenges we face in communicating the urgency with which the threats to the region's reef must be addressed," Mrs. Vanzella-Khouri states.

The World Conservation Union says the only way to sustain live coral reefs around the world will be to carefully manage the direct pressures on the reefs such as pollution, fishing and damaging coastal developments, and hope that some coral species are able to adapt to the warmer environment caused by climate change.

At the same time, a recent report by the World Conservation Union concluded that a dramatic reduction in greenhouse gas emissions in the next 20 years would be "critical to control further warming and dangerously high carbon dioxide levels that will probably reduce the robustness and competitive fitness of corals and limit the habitats for many other organisms living on Caribbean coral reefs."

Bonaire's Reefs 'Pristine'

The US National Oceanic and Atmospheric Administration (NOAA) has designated Bonaire as having "arguably the most pristine coral reef environment in the Caribbean."

Bonaire's reef will now become the benchmark with which other coral reefs will be compared, given that research has shown Bonaire as having the highest percentage of coral cover and the lowest percentage of algal cover compared to other Caribbean reefs. Additionally, an official study revealed that Bonaire is inhabited by more species of fish than any other Caribbean island.

To collect further benchmarking data, NOAA initiated an Ocean Explorer signature exploration titled "Bonaire 2008: Exploring Coral Reef Sustainability with New Technologies," which took place January 7th through 30th.

—Continued on next page

—Continued from previous page



STEVE SIGUAW

Maintaining beaches' natural vegetation can reduce soil run-off that smothers coral reefs

The exploration was conducted by a team of researchers and scientists from the College of William & Mary's Virginia Institute of Marine Science, the University of Delaware and the Scripps Institute of Oceanography with help from STINAPA, the organization that oversees the Bonaire National Marine Park.

The expedition consisted of mapping Bonaire's reef using methods beyond the capabilities of conventional compressed-air scuba diving, including technical diving with mixed gasses and using three autonomous underwater vehicles to explore greater depths, where little to no survey work has previously been conducted. This unique mapping of the biological and physical environment will document patterns of biodiversity in both shallow and deep parts of the reef.

Dive with a Researcher

The *Caymanian Compass* newspaper reports that the Central Caribbean Marine Institute in the Cayman Islands is inviting divers to make a difference with a programme called "Dive with a Researcher" (DWAR).

The programme gives divers an opportunity to become more knowledgeable about coral reef conservation issues and efforts while helping collect and archive data during dives.

Participants stay at the Little Cayman Research Centre, next to Bloody Bay Marine Park on the North Shore of Little Cayman. Accommodations and all meals for the one–week research mission are included in the programme.

Two morning dives will be completed each day at locations both inside and outside the Bloody Bay Marine Park. Dive sites visited include sites rarely visited by divers as well as world–class sites. Participants return to the research station each day by lunchtime and have the afternoons free.

The programme is intended for divers wanting a better understanding of coral reefs and of the research that is taking place to preserve this environment. Divers will be required to be a dive buddy with a principal investigator. Divers will work together with the scientist and team of divers and may assist in collecting data, or photographing and archiving data. Divers should be advanced open-water certified with at least 50 dives logged.

DWAR expeditions are available in May, June and August. Qualified divers are admitted on a first–come, first–served basis. Space is limited so interested persons are encouraged to complete the registration and payment process early. Registration can be done online at www.reefresearch.org.

What is an Eco-Marina?

An eco-marina is, among other things, one which:

• Exceeds all 22 Guidance Notes to the Blue Flag Marina Criteria (www.blueflag.org/Criteria/Marinas).

• Is constructed of materials that do not leach chemicals into the water.

• Prohibits fish cleaning within the marina. Fish carcasses or parts attract predators to the marina which eat other marine life in the area which are not able to repel such intrusion that, save for the fish cleaning activities, would not be in their environment. This invasion has a trickle-down effect so pervasive that it penetrates to the microorganism level.

• Prohibits fishing within the marina waters or from the marina docks; related to the fish-cleaning attraction of predators noted above which otherwise would not be in the marina waters save for the addition of dead or live bait as well as the blood from struggling or foul-hooked fish not normally freely found in the marina's eco-system.

• Prohibits the transport and use of hydrocarbon products (e.g. oil and fuel) and other chemicals within the marina, its docks and waters to minimize/eliminate the leakage or accidental spills associated with such activity. The introduction of hydrocarbons and chemicals into water brings the most potent and immediate negative alteration to marine life and thus the balance of the eco-system.

• Prohibits the overboard flushing of holding tanks into marina waters; this long-common practice in some of the largest as well as most small island marinas takes less than one year to totally alter the species of marine life within the marina waters. Several years of such practice in all marinas but those located in "rip current" waters results in pollution and destruction of the eco-system, creating a new, lower quality environment which in turn breeds disease and disease-carrying bacteria.

• Provides an in-dock pressurized vacuum system to each slip for the removal of grey and black waste water from berthed boats to an inshore treatment and disposal facility.

• Provides an in-dock pressurized system for the extraction of engine and gear oils from boats to an inshore storage and recycling facility. This again minimizes the overboard bilge-pump discharge of oil from leaks and spills so common in oil changes. It also eliminates the oily rags and oil-soaked "diapers" needed to perform such activities. The disposal of these clean-up materials is a complete additional chain of pollution and environmental degradation.

• Prohibits maintenance or repair of vessels within the marina. No sanded particles of eco-destroying paint, gelcoat, varnish, corrosion, etcetera, can enter the marine waters and alter or destroy its eco-system when it is prohibited; the same goes for wax (mostly hydrocarbon products).

• Immediately expels vessels violating the environmental protection rules set by the marina.

NOTE: Information adapted from www.leeward.com/eco_marina.cfm.





CULEBRA HEINEKEN INTERNATIONAL REGATTA A TRADITION!

by Carol Bareuther

The population of Puerto Rico's ten-square-mile offshore island of Culebra rose dramatically the weekend of March 14th to 16th, when sailors from throughout the Caribbean, US mainland and Europe arrived for the fourth annual Culebra Heineken International Regatta (CHIR). The only thing that was missing — and only the first race day, says ISAF judge, Michael Thompson, of Detroit — "was wind. By afternoon, we shortened the course for the bigger boats and the breeze filled in by another two knots. That allowed us to get off a couple of races. The sailors were definitely having fun."

Young sailors did dominate some of the racing in the 62-boat fleet. For example, the Stanton brothers of St. Croix, sailing their Melges 24, *Devil 3*, handily controlled the Spinnaker I class and maintained their class-winning streak from last month at the St. Croix International Regatta. "I like the Melges 24," says Peter Stanton, who called tactics while brother, Chris, helmed. "It's a design that's both technical and tactical."



DEAN BARNES

Spinnaker I Class boats cross tacks in Ensenada Honda at the start of the Round Culebra Race

Puerto Rico's Fraito Lugo also ruled in the one-design IC24 class. "Racing was close, especially among some of the newer ICs, but that's what we like," Lugo says.

Lugo is responsible for converting six J/24s to IC24s over the last two years in Puerto Rico, thus giving the class a real shot in the arm.

Perennial favorite in the Beach Cat class, Puerto Rico's Enrique Figueroa, again rode to the top of the class leader board aboard his Tornado, *Suzuki Red Bull*. "We'll start sailing Hobie 16s after Rolex in preparation for the CAC (Central American and Caribbean) Games," Figueroa says.

The 2010 CAC Games will be held in Mayaguez, Puerto Rico, while this island is also rumored to be the host site for the 2009 Hobie Worlds.

Experience also told in the racing.

St. Thomas' John Foster, who's been a winner on the Caribbean racing scene since the 1970s, sailed his Kirby 25, *The Good, the Bad & The Ugly*, to an undisputed first in Spinnaker Racing II.

Meanwhile, after a year's hiatus, Antigua's Jamie Dobbs is back in class-winning form aboard his *Lost Horizon II* — having traded in his Olson 30 for a J/122. "We had some younger kids on board. It was great," says Dobbs, after accepting his first place award in the Racer-Cruiser class.

In other classes, Puerto Rican sailors clearly dominated.

Bernardo Gonzalez sailed his Beneteau, *Bonne Chance*, to a first in the Jib & Main Class, while Jose Santiago, skippered his J/24, *Maximus*, to a class win.

While the CHIR is only in its fourth year, it's rooted in a long history. Puerto Rico's largest and most successful regatta got its start as the Copa Velasco, held out of Humacao in the early 1980s. It progressed to the Heineken International Regatta and the Bared Cup as it moved up to Fajardo and out of Puerto del Rey Marina, and finally to its present form. Sailing stalwarts from the beginning are still actively on the scene today. Bob Fisher jumped in to do scoring by hand as a back-up when the computer technology was on a short hiatus. Chuck Lyman ran the one-design racing. And Angel Ayala has made the switch from a green crew to capable regatta organizer.

It is this depth of history, and the feeling that this event is akin to "Caribbean regattas the way they used to be" in terms of down-home friendliness, that attracts sailors to the CHIR. Live music, a party-hearty village and street parties in town, along with sociable raft-ups, are all part of the fun.

Perhaps what really tells of this regatta's rich history, and nods to the future, is its youth regatta, the Culebra International Dinghy Regatta. Twenty-seven junior sailors competed in Optimist and Laser dinghies. What's remarkable is that ten juniors who would normally have sailed in this event were off in Paracas, Peru, for the Optimist South American Championships, or participation would have reached nearly 40 juniors.

Ronnie Ramos, who ran the dinghy regatta, said of the turnout, "This bodes well for the future of our regatta and for the sport of sailing."

Culebra Heineken International Regatta 2008 Winners

Spinnaker 1
1) *Devil 3*, Melges 24, Chris Stanton, St. Croix, USVI (7)
2) *Silver*, Melges 24, Morgan Dale, St. Croix, USVI (9)
3) *Bad Girl*, J/100, Rob Armstrong, St. Croix, USVI (12)

Spinnaker 2
1) *The Good, the Bad & the Ugly*, Kirby 25, John Foster, St. Thomas, USVI (6)
2) *Ex Mero Motu*, J/80, Antonio Mari, Puerto Rico (13)
3) *J-Walker*, J/27, Chris Thompson, St. Thomas, USVI (14)

Racer-Cruiser
1) *Lost Horizon II*, J/122, James Dobbs, Antigua (7)
2) *Pipedream*, Sirena 38, Peter Haycraft, BVI (9)
3) *Lazy Dog*, Beneteau First 40.7, Sergio Sagramosa, Puerto Rico (12)

Jib & Main
1) *Bonne Chance*, Beneteau, Bernardo Gonzalez, Puerto Rico (5)
2) *Poco a Poco*, Pearson Flyer 30, Agustin Rodriguez, Puerto Rico (10)
3) *Dottie II*, Pearson 10M, Robert Fisher, Puerto Rico (10)

IC24
1) *Orion*, Fraito Lugo, Puerto Rico (19)
2) *Mio Roaming*, Andrew Waters, BVI (25)
3) *Sal Pa Afuera*, Jose Santiago, Puerto Rico (26)

J/24
1) *Maximus*, Jose Santiago, Puerto Rico (13)
2) *Saudades*, Leopoldo Lauria, Puerto Rico (22)
3) *Urayo*, Gilberto Rivera, Puerto Rico (29)

BEACH CATS
1) *Suzuki Red Bull*, Tornado, Enrique Figueroa, Puerto Rico (5)
2) *Exodus*, Hobie 16, Enrique Figueroa, Puerto Rico (11)
3) *Spooky Monkey*, Hobie 16, Pedrin Colon, Puerto Rico (19)

Culebra International Dinghy Regatta 2008 Winners

Optimist Red (Age 13-15)
1) Addison Hackstaff, St. Thomas, USVI (9)
2) E. Perez, Puerto Rico (48)

Optimist Blue (Age 11 & 12)
1) Nicholas Gartner, St. Thomas, USVI (29)
2) Mack Bryan, St. Croix, USVI (33)

Optimist White (Age 10 & Under)
1) Colin Brego, St. John, USVI (36)
2) Owen McNeil, St. Thomas, USVI (49)
3) Jonathan Woods, BVI (54)

Optimist Green
1) Victor Rodriguez, Puerto Rico (11)
2) Jorge Gonzalez, Puerto Rico (17)
3) Julio Rojo, Puerto Rico (21)

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SOMETHING FOR EVERYONE!

by Carol Bareuther

Trying to please everyone is always a tough job, but the committee at the 35th annual International Rolex Regatta (IRR), sailed March 28th through 30th out of the St. Thomas Yacht Club, seemed to accomplish this mammoth task, if banter at the bar was any indication.

One person who relished Rolex 2008 was Trinidad's Peter Baillie, who with Paul Solomon, co-owner of the Henderson 35, *bMobile Enzyme*, finished with a third place trophy in the highly competitive Spinnaker Racing I Class. "We come here because of the competition, the total number of regattas in the area, and of course the parties."

Ninety yachts from throughout the Caribbean, US mainland and Europe competed in this mainstay event on the region's sailing circuit.

The pendulum has swung over the years from round-the-island to round-the-buoy racing. This year, as for the last few, the IRR offered both types of courses to competitors.

"The race to the harbor was a real drag race," says Mark Plaxton, who owns the IC24, *Intac*. "We like the repetitive windward-leeward courses better."

Meanwhile, Sam Fleet of Rhode Island, who raced his Swan 601, *Aquarius*, says, "The courses are beautiful and I love going around the islands."

This year, for the first time, the IRR offered classes exclusively for IRC-rated yachts. The IRC rule — an international, single-number, time-on-time, measurement rule — is endorsed by the International Sailing Federation (ISAF) and accepted throughout the world. Nearly 7,000 boats have IRC ratings and this number grows five to ten percent annually. Countries with the greatest number of IRC certificate holders are, in descending order, Great Britain, France, Italy, Australia/New Zealand and the USA.

Oystercatcher XXVI is one boat that came to race the IRR specifically because IRC was offered. The UK's John Munns, who raced as navigator and skipper aboard the Humphreys 42, owned by Richard Matthews, explains: "In the past, the only option was to sail under the CSA, or the 'Caribbean Rule'. We've sailed here many times under CSA, but this boat was purpose-built for IRC. We have won several notable events in the UK in the year since the boat was launched, but we came here for more competition. We also have a CSA rating, but IRC is a better rating for us."

In addition to IRC, the IRR also offered the Portsmouth rule for Beach Cats and its traditional CSA for most of the racing and all of the cruising classes.

Trinidad's Baillie raced his *bMobile Enzyme* under a CSA handicap, but as chairman of the 2008 Angostura Tobago Sail Week, he wanted to know more about IRC. "I'm curious to know more and if it might be a good addition to draw more boats to our regatta."

Big boat participation at the IRR had dropped in recent years. Yet, it surged to 12 sleek 40-plus-foot hot racing yachts this year.

John Sweeney, IRR co-director along with Bill Canfield, says, "We're happy to see this IRC participation. I think we'll see it grow in the future, although there's also plenty of room in the racing for CSA boats. We welcome both."

Seventeen boats didn't worry about handicapping at all. The Rolex Committee set up a separate course for IC24s, the modified J/24 design innovated by two St. Thomas sailors and avidly picked up by builders in the BVI and Puerto Rico.

"What's nice about one-design racing," says the BVI's Andrew Watters, helming his IC24, *Mio Roaming*, "is that every boat is identical. That means it all comes down to pure sailing ability and tactics; it's a level playing field. With one-design racing you always know it's going to be close. All the boats are essentially going at the same speed. It's the crew skill and tactics that work to beat the competition. Plus, you can calculate in your head the points you need to win."

In the end, there was one thing that wasn't offered to everyone at the IRR — a Rolex watch. This much anticipated prize was earned by class winners, and the regatta wrapped up with the winners proudly taking their place on stage showing off their fine timepieces.

DEAN BARNES



Peter Holmberg driving one of ONDECK Ocean Racing's Farr 40s, Ondeck Bandit, *to second place in IRC Class 2*

Rolex Regatta 2008 Winners

IRC 1 (IRC - 5 Boats)
1) *Aquarius*, Swan 601CR, Sam Fleet, Rhode Island, USA (11)
2) *Equation*, Andrews 68, Bill Alcott, Michigan, USA (13)
3) *Hexe*, Frers 80, Norbert Plambeck, Cuxhaven, Germany (21)

IRC 2 (IRC - 7 Boats)
1) *Three Harkoms*, Beneteau 44, Christopher Lloyd, Tortola, BVI (11)
2) *Ondeck Bandit*, Farr 40, Peter Holmberg, St. Thomas, USVI (17)
3) *Oystercatcher XXVI*, Humphreys 42, Richard Matthews, Ipswich, UK (19)

Spinnaker Racing 1 (CSA - 7 Boats)
1) *Bad Girl*, J 100, Robert W. Armstrong, St. Croix, USVI (11)
2) *Devil Cubed*, Melges 24, Chris Stanton, St. Croix, USVI (13)
3) *bMobile Enzyme*, Henderson 35, Paul Solomon, Cascade, Trinidad & Tobago (22)

Spinnaker Racing 2 (CSA - 14 Boats)
1) *Urayo*, J/24, Gilberto E. Rivera, Guaynabo, Puerto Rico (12)
2) *The Good, The Bad and The Ugly*, Kirby 25, William McConnell/John Foster, St. Thomas, USVI (21)
3) *J-Walker*, J/27, Chris & Christine Thompson, St. Thomas, USVI (34)

Non-Spinnaker Racing 1 (CSA - 12 Boats)
1) *Medalla Light*, J/24, Juan Moline, Vega Baja, Puerto Rico (9)
2) *Affinity*, Swan 48, Jack Desmond, Marion, Massachusetts, USA (13)
3) *El Presidente*, Thomas 35, Jeffrey Fangmann, St. Croix, USVI (13)

Spinnaker Racing/Cruising (CSA - 9 Boats)
1) *Lost Horizon*, J/122, James Dobbs, English Harbour, Antigua (9.8)
2) *Lazy Dog*, Beneteau First 40.7, Sergio Sagramoso, San Juan, Puerto Rico (12)
3) *El Ocaso*, J/120, Richard Wesslund, Coconut Grove, FL, USA (20)

IC24 One Design (One Design - 17 Boats)
1) *Orion*, IC24, Fraito Lugo, Ponce, Puerto Rico (32)
2) *bMobile*, IC24, Fred Ruebeck/Colin Rathburn, Tortola, BVI (57)
3) *Intac*, IC24, James Mark Plaxton, Tortola, BVI (75)

Beach Cats (Portsmouth - 17 Boats)
1) *DRD/Suzuki/Red Bull*, Tornado 20, Enrique Figueroa, San Juan, Puerto Rico (7)
2) *Image Immobilier*, Nacra F18, Olivier Bernaz, St. Martin (16)
3) *Nacra St. Barth*, F18 Nacra Infusion, Jeff (Jean-Francois) LeDee/Jordil Vincent, St. Barthelemy, FWI (19)

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STORM CONQUERS HIGH WINDS

by Carol Bareuther

Light wind conditions are legendary in Trinidad. But two of the island's most frequently winning race boats — Peter Peake's Reichel-Pugh 44, *Storm*, and Peter Baillie and Paul Solomon's Henderson 35, *bMobile Enzyme* — topped their respective highly competitive classes at the BVI Spring Regatta & Sailing Festival, raced March 31st through April 6th, out of Nanny Cay Marina on Tortola.

"We can sail in all air, especially big air and big seas like we had this weekend," says Peake, who owns Peake Marine. "Our main competitor was *Oystercatcher*. Their rating and ours are so similar it was as if we were racing them boat for boat." The UK's Richard Matthew's Humpheys 42, *Oystercatcher XXVI*, did finish second.

Meanwhile, it was fellow islanders Peter Baillie and Paul Solomon and their crew aboard *bMobile Enzyme* that trumped second-place competitor, Antigua's *Caccia Alla Volpe*, by nearly ten points. "The boat's good upwind in heavy air," says crew and former owner, Tim Kimpton.

One hundred and twenty-eight yachts from throughout the Caribbean, the US mainland and Europe competed in this year's Spring Regatta. Numbers were a bit down due to the winds, which averaged 20-plus knots most of the weekend and topped 33 knots on the first day. There was no Laser class, a class that last year saw a strong showing by Trinidadian junior sailors. There were also only two Hobie 16 beach cats, a class that saw over a dozen competitors in both the recent Culebra Heineken International Regatta and St. Thomas's International Rolex Regatta.

There were weather casualties that had a bright side.

St. Croix's Stanton brothers, class winners all season aboard their Melges 24, *Devil 3*, had to turn back due to heavy winds and seas and finally arrived just in time to make the last race on the first day. Chris Stanton explains, "We set off from St. Croix Thursday morning and had to turn back because it wasn't safe. Then, we headed out again at six o'clock on Friday morning, cleared Customs in Road Town, picked up a crewmember at Nanny Cay and headed right out to the course. The race committee was nice enough to fill us in on the course and we raced the last race." By the time *Devil 3* made it to the Shell Race Course on Friday, they had missed three out of four races. Ultimately, they took second in Spinnaker Racing D — but first in Spinnaker Racing for the Caribbean Ocean Racing Triangle (CORT) Series, which includes the St. Croix International Regatta, Culebra Heineken International Regatta and BVI Spring Regatta.

Then again, there were weather casualties that had a somber side.

On the first day of racing, the BVI's Christopher Lloyd's Modified Beneteau 44, *Three Harkoms*, had an incident on the race course in which one crew member was seriously injured. Kevin Rowlette of Husky Salvage & Towing, who was standing by on one of his salvage vessels, overheard the call to the race committee and proceeded immediately to the scene. First response was provided by two of *Three Harkoms*' crewmembers. VISAR (Virgin Islands Search and Rescue) was called out while Kevin towed *Three Harkoms* into Road Town. VISAR crew met the boats en route, transferring personnel onto *Three Harkoms*. Once in Road Town, the casualty was transferred by ambulance to Peebles Hospital, where his condition was stabilized. Overnight, there was some improvement in his condition. He was airlifted to Florida for further evaluation.

Winds or no winds, likely the most competitive class was the IC24s. "Everybody sails really well," says Puerto Rico's Efrain 'Fraito' Lugo, who won the class aboard *Orion*. "It's a class that's fun to sail in, but not that easy to win."



DEAN BARNES

The Henderson 35 bMobile Enzyme *from Trinidad surfs on a downwind run*

BVI SPRING REGATTA 2008 WINNERS

Spinnaker A
1) *Storm*, Reichel-Pugh 44, Peter Peake, Trinidad (12)
2) *Oystercatcher XXVI*, Humphreys 42, Richard Matthews, UK (17)
3) *Equation*, Andrews 68, Bill Alcott, Michigan, USA (21)

Spinnaker B
1) *bMobile Enzyme*, Henderson 35, Peter Baillie/Paul Solomon, Trinidad (15)
2) *Caccia Alla Volpe*, Vallicelli 44, Carlo Falcone, Antigua (25.9)
3) *Minnie the Moocher*, Ker 11.3, Anthony Richards, UK (27)

Spinnaker C
1) *Mad IV*, Grand Soleil 50, Clive Llewellyn, France (14)
2) *Global Yacht Racing*, Beneteau 47.7, Malcolm Gefter, UK (16)
3) *Three Harkoms*, Beneteau 44, Christopher Lloyd, BVI (36)

Spinnaker D
1) *Silver*, Melges 24, Morgan Dale, St. Croix, USVI (15)
2) *Devil 3*, Melges 24, Chris Stanton, St. Croix, USVI (26)
3) *Crew Clothing/Carib/HIHO*, Melges 24, Frits Bus, St. Maarten (27)

Spinnaker E
1) *J-Walker*, J/27, Chris Thompson, St. Thomas, USVI (11)
2) *Kosa Loka*, Olson 30, Kike Gonzales, Puerto Rico (19)
3) *The Good, The Bad and The Ugly*, Kirby 25, John Foster, St. Thomas, USVI (31)

Spinnaker Racer Cruiser F
1) *El Ocaso*, J/120, Rick Wesslund, Florida, USA (8)
2) *Lazy Dog*, Beneteau First 40.7, Sergio Sagramoso, Puerto Rico (28)
3) *Pipedream*, Sirena 38, Peter Haycraft, BVI (29)

Performance Cruising A
1) *Stay Calm*, Swan 70, Stuart Robinson, USA (7)
2) *BadWine*, Beneteau First 40.7, Peter Krol, Netherlands (7)
3) *Coyote*, Beneteau First 40.7, Franco Nanni, Italy (14)

Performance Cruising B
1) *Augustine*, Tony Sayer, Beneteau First 42, Antigua (5)
2) *Xpresso*, Marc Noordhoek, X412, Netherlands (10)
3) *Nepenthe*, J/40, Robert Read, UK (11)

Jib & Main
1) *Hotel California Too*, Santa Cruz 70, Steve Schmidt, USA (5)
2) *Mary Jane*, Beneteau 50, David Hueter, USA (7)
3) *Clover III*, Swan 56, Neal Finnegan, USA (13.5)

Bareboat A
1) *Joyce Smith*, Moorings 51.5, Anthony Mack, UK (9.3)
2) *Justice*, Beneteau Oceanis 473, Justin Barton, UK (11)
3) *Team Fimmecci*, Moorings 494, Netherlands (17)

Bareboat B
1) *Acadia's Southern Comfort*, Beneteau Oceanis 460, Bert Keenan, USA (4)
2) *Chess*, Beneteau Oceanis 460, Jan Soderberg, USA (8)
3) *Rudy*, Beneteau 37, Mark Thompson, USA (16)

IC24
1) *Orion*, Fraito Lugo, Puerto Rico (34)
2) *Mio Broadband*, Robby Hirst, BVI (48)
3) *bMobile*, Fred Reubeck, BVI (59)

Multihull
1) *Blew Bayou*, Manta 42, Charles McCormick, USA

Beach Cat
1) *AutoWorld Express*, Hobie 16, Christopher Schreiber, St. Croix, USVI
2) *Islandsol.net*, Hobie 16, Paul Stoeken, St. Thomas, USVI



REGATTA NEWS

Caribbean Juniors Star at Opti South American Champs

Carol Bareuther reports: The year 2008 is a double record-setter so far for Optimist dinghy sailing in Curaçao. First, Curaçao will, for the first time, host the



TIM COYLE

Team Virgin Islands, left to right: Alecsander Tayler (27th of 190), Agustin Resano (coach), Tim Coyle (team leader), Nikole Barnes (15th and second Top Girl), Alexander Coyle (41st), Ian Barrows (overall champion) and Kyle Brego (106th)

Optimist North American Championships 2008, from June 28th through July 6th. Second, 13-year-old Just Van Aanholt placed an all-time-high of 13th out of 190 competitors at the Optimist South American Championships, raced out of Paracas, Peru, from March 16th through 22nd.

"It was my best result ever and even the best result for AHO" (the Sailing Foundation of Curaçao) "in a regional Optimist event," says Van Aanholt.

Optimist dinghy sailing is certainly on the rise Caribbean-wide. Witness the fact that in the recent South Americans, in which 20 young Caribbean sailors took part, the US Virgin Islands' Ian Barrows placed first as overall champion, followed in second through fourth places overall by Puerto Rican sailors Ivan Aponte, Raul Rios, and Juan Perdomo, respectively. Van Aanholt, in 13th, and the US Virgin Islands' Nikole Barnes, in 15th, rounded out the top 15 medal winners. Barnes also picked up a silver medal for second-place Top Girl.

Also, for the second year in a row, Puerto Rico won the Nation's Cup Team Racing Championships at the Optimist South Americans. "In Niteroi (2007)," says Ramon Gonzalez, president of the Puerto Rico Optimist Association, "we won against Singapore and this year against team USA. Part of the inspiration is the fact that a small Caribbean island can win over sailing superpowers. The Puerto Rican team is also the 2007 North American team champion."

Puerto Rico's José Nigaglioni, who serves as the International Optimist Dinghy Association (IODA) vice president, says, "Puerto Rican sailors have been successful not by themselves, but due to a series of factors of which the most important is the competition between sailors in other Caribbean Islands, especially St. Thomas, St. Croix and Curaçao. This competition, along with the coaching, has been the key to how the Caribbean kids have reached the level they are right now."

Looking ahead, Cor van Aanholt, organizer of the Optimist North Americans (Optinam) in Curaçao, says, "We strive to make the Optinam 2008 the best ever. We expect 204 sailors representing 23 countries from five continents: it will be the biggest ever. Teams will be housed in four- and five-star resorts with bungalows. The resorts are right on the beach, and the racing area is five minutes from the beach where winds average 20 knots and up. The Opening Ceremonies will take place in the historic center of Willemstad. Teams will parade past the famous 200-meter-long 'swinging Old Lady' floating bridge towards the Governors Palace. These are just a few hints of what Caribbean sailors can look forward to."

Spirited Conditions for Quantum Easter Boat Hop

March's Easter weekend in St. Maarten had ten Jeanneau 20s from Lagoon Sailboat Rental racing in the Quantum Easter Boat Hop, along with a group of four youngsters from the St. Maarten Yacht Club's Youth Sailing program racing in the club's Laser Radials.

Most of the sailing took place in the western end of the lagoon, which provides the best sailing conditions. Winds were still shifty but not as extreme as in the Cole Bay area. Winds were between 15 and 20 knots — spirited but manageable conditions. Prizegiving took place on Saturday evening at the yacht club, followed by a barbecue.

In the Jeanneau class, the winner was Andrea Scarabelli with his family team of his young son Alec, and his sister and her boyfriend who are visiting from Italy. Second place went to Robbie Ferron with crew Huub Lambooy and Warren Miller; and third to Garth Steyn sailing with his young daughter Kristi in her first-ever race.

In the Laser class, Kevin van den Berg took first place over Stephen Looser (with sister Johanna crewing). Jolyon Ferron placed third, followed by Harry Antrobus. Points were very close with positions changing regularly in this class, which made for some exciting racing. The Laser sailors were supported by SMYC coach Maarten Ruijtenberg, who is doing an internship at the SMYC for his sailing teaching qualification course in Friesland, Holland.

Young St. Lucians Score Big at Bequia Regatta 2008

Ben Todd reports: The St. Lucia Yacht Club's youth team won first place in the J/24 one-design racing class at Bequia Easter Regatta 2008. Having previously pitted themselves against some of the best on the Southern Caribbean's J/24 circuit — in particular the two winners of Bequia Regatta 2006 and 2007 — they recognized the task ahead of them. But with consistent scores and good teamwork, they kept in the top five and pulled off a win.

On March 18th, a team of four young St. Lucian sailors — Frederic Sweeny, 19; Charlie Daher, 17; Eric Simmons, 17; and Antony Clavier, 21 — set off with their coach, Ben Todd, to Bequia with high hopes of finishing in the top half of the J/24 fleet.

The J/24 *Attitude* was kindly provided by Charles Devaux and towed down to Bequia by Christian Richings of Free Spirit Charters. The sailors helped to sail the towing boat through the night. At 8:00AM the next day the team arrived in Admiralty Bay, Bequia. The team then had only two days to perfect their crew work and boat-handling techniques. They soon had the important manoeuvres running smoothly and efficiently. All that was left now was to apply this newly acquired knowledge and ability in a racing situation.

The first race started with 11 boats jostling for position. These boats included big-hitting teams from St Lucia: Olympic sailor Mike Green skippered *Unbridled* and previous regatta winner Nick Forsberg was aboard *Jabal*. Also present were James Arrindell from Trinidad & Tobago and boats from Grenada, Barbados, and Martinique. Winds reaching 25 knots and a three-and-a-half-hour coastal course tested all the boats and crews. At the finish, the young St. Lucians were pleased to finish in second place and in front of their older compatriots!

The next day of racing took place within Admiralty Bay around a smaller, more technical course. The racing was again hard fought, and with renewed determination the team secured two more second places, despite snapping a spinnaker pole. This left the team in second position overall at the end of Day Two, causing a stir in the race camp as people were asking who these kids were and where they had come from. The team had no hesitation to tell of their Lucian nationality and of their ages!



Youth power! Ben Todd, only 25 years old, coached an even younger St. Lucian team to a very competitive class victory

At the start of the final day there was much discussion in the team as to whether they should attack and try to take first place, or defend their hard-won second place. The plan settled on was to attack in the first race and see what happened. The start of the first race was controlled well by the helmsman, Frederic Sweeny, and after the first upwind leg *Attitude* was first around the mark. *Attitude* held the lead, with some clever tactical decisions from the crew, until the last upwind leg to the finish, when the mainsheet parted. This was not a quick repair, and the team ended up in fifth position. First place overall now seemed out of reach but second place was secure, so the team decided that to leave their mark on the regatta, they should finish in style and get at least one first place in a race.

The final race was long, with some of the Cruising Class on the same course presenting further challenges but also opportunities to make big gains.

—Continued on next page

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After one lap of the course and on the final upwind leg to the finish, *Attitude* was in first position, being chased hard by Nick Forsberg and Mike Green. The team continued to make sound tactical and strategic decisions to stay in front of the big boys, and held their own to the last, getting that greatly desired first place. Mike Green and Nick Forsberg followed in second and third position respectively.

Back on shore the team was ecstatic with a race win and second overall. Then they found out that the leading boat had had a false start and had been disqualified from that race! This meant that *Attitude's* crew got the ultimate reward for hard work and sound preparation and won their class at Bequia Easter Regatta 2008.

The response from the organisers was fantastic; everyone seemed so pleased to see young sailors do so well against such a wealth of experience and talented senior sailors, and most importantly, sailors from their own island, St. Lucia!

Special thanks go to Charles Devaux, Commodore of the St. Lucia Yacht Club, for the use of *Attitude* and a set of very expensive racing sails; to Christian Richings for ferrying the team to and from Bequia with his charter boat; and to Bill Simmons for supplying free accommodation in Bequia for the team.

For more information visit www.stluciayachtclub.com.

Virgin Islands Race Week 'Great Idea!'

Carol Bareuther reports: Hot yachts from the Caribbean, US and Europe sailed in the inaugural Virgin Islands Race Week (VIRW), a ten-day event that encompassed the International Rolex Regatta held in St. Thomas, USVI, from March 28th through 30th (*see full report on page 13*), and the British Virgin Islands Spring Regatta & Sailing Festival, hosted out of Tortola & Virgin Gorda, March 31 to April 6 (*see full report on page 14*).

Brisk trade winds in both regattas added to the challenge and excitement. In the end, it was Bill Alcott's Andrews 68 *Equation* and Rick Wesslund's J/120 *El Ocaso* on top.

"Combining the two best Caribbean regattas into a race series that provides fun for both crews and families is a logical and a great idea," says Alcott, from Detroit, Michigan. As it was Alcott's idea, put forth six years ago and resulting in the formation of the BVI Sailing Festival in 2002, it is fitting that he won his class in the inaugural event.

Alcott, having the top IRC-handicap yacht, won a week's stay at the new Marriott's Frenchman's Cove, in St. Thomas. Certificates for dinners at local restaurants Havana Blue, Lotus and Fat Boy's are part of the package.

"We really liked the idea of combining Rolex and the two BVI events into one vacation holiday," says Wesslund, of Key West, Florida, who topped the CSA (Caribbean Sailing Association) handicap class. Wesslund received a week for two at the Bitter End Yacht Club, on Virgin Gorda. Alcott and Wesslund also each won a one-year subscription to ClearPoint High Definition Weather.

VIRW is co-presented by the USVI Department of Tourism and the BVI Tourist Board. The second annual VI Race Week will take place March 27th through April 5th, 2009.



DEAN BARNES

VI Race Week's IRC Class winner, Bill Alcott's Andrews 68, Equation

2008 Cape Air C.O.R.T. Series

The 2008 Cape Air C.O.R.T. (Caribbean Ocean Racing Triangle) Series, which kicked off with the St. Croix International Regatta in February and included the Culebra Heineken International Regatta in March (*see full report on page 12*), concluded with the BVI Spring Regatta & Sailing Festival (*see full report on page 14*). Seventeen boats competed in the 2008 Cape Air C.O.R.T. Series.



DEAN BARNES

Left to right: Angel Ayala, C.O.R.T. director, and Kim Corkran of Cape Air, with Johnny and John Foster of St. Thomas, second-place winners of Spinnaker Racing 2 aboard The Good, The Bad and The Ugly

In the Spinnaker Racing 1, St. Croix's Stanton brothers won aboard their Melges 24, *Devil 3*. St. Thomas' Chris Thompson drove his J/27, *J-Walker*, to the top of Spinnaker Racing 2, while Puerto Rico's *Lazy Dog*, a Beneteau First 40.7 driven by Sergio Sagramosa, took the Racer Cruiser Class. Puerto Rico's Fraito Lugo's *Orion* won the IC24s, the USA's Steve Schmidt's Santa Cruz 70, *Hotel California Too*, took Jib & Main Class, and St. Croix's Chris Schreiber's Hobie 16 *AutoWorld Express* led the Beach Cats.

"Cape Air is pleased to be the title sponsor of the 2008 Cape Air C.O.R.T. Series. We strive to be as quick and efficient in the air as sailors are on the water," says Kim Corkran, Cape Air's community relation's manager. Cape Air offers hourly flights between Puerto Rico, St. Thomas, St. Croix and Tortola. The airline also offers special joint fares and convenient connections with major airlines, making it easier for sailors anywhere in the world to get to their favorite Caribbean destinations. "We love being involved with events such as these with our Caribbean island destinations, the US Virgin Islands, British Virgin Islands and Puerto Rico." Corkran adds, "We look forward to next year's C.O.R.T., and until then, sail fast!"

First-place winners received two round-trip tickets to anywhere in the Caribbean compliments of Cape Air. West Marine sponsored VHF hand-held radios for first-place finishers, PFDs for second-place boats, and retractable beam lights for third.

For more information visit www.sailcort.com.

—Continued on next page



—*Continued from previous page*

2008 CAPE AIR C.O.R.T. SERIES WINNERS

Spinnaker Racing 1
1) *Devil 3*, Melges 24, Chris Stanton, St. Croix, USVI (4)
2) *Silver*, Melges 24, Morgan Dale, St. Croix, USVI (8)

Spinnaker Racing 2
1) *J-Walker*, J/27, Chris Thompson, St. Thomas, USVI (6)
2) *The Good, The Bad & The Ugly*, Kirby 25, St. Thomas, USVI (7)
3) *Magnificent 7*, J/27, Paul Davis, St. Thomas, USVI (12)

Racer Cruiser
1) *Lazy Dog*, Beneteau First 40.7, Sergio Sagramosa, Puerto Rico (7)
2) *Pipedream*, Sirena 38, Peter Haycraft, BVI (8)
3) *Kick Em Jenny*, Ian Hope-Ross, St. Maarten (13)

IC24
Orion, Fraito Lugo, Puerto Rico (3)
bMobile, Fred Ruebeck, BVI (10)
3) *Brand New Second Hand*, Chris Curreri, St. Thomas, USVI (12)

Jib & Main
1) *Hotel California Too*, Santa Cruz 70, Steve Schmidt, USA
2) *Mary-Ellen*, Jeanneau 54, Howard Silverman, St. Croix, USVI

Beach Cat
1) *AutoWorld Express*, Hobie 16, Chris Schreiber, St. Croix

Record-Breaking Catch in Marlin Madness

The Trinidad & Tobago Game Fishing Association (TTGFA) Marlin Madness Fishing Tournament, which was held in Speyside, Tobago for the first time, turned out to be the most successful fishing tournament in the association's 28-year history. The tournament, held April 2nd, 3rd and 5th, was sponsored by the Ministry of Sport and Youth Affairs, Carib Breweries, Blue Waters Inn and the Tobago House of Assembly, among others.

This year's tournament also saw the largest payout in cash ever: a total of TT$415,000 for prizes from heaviest species caught to best foreign boat. Top Female and Junior Anglers received prizes such as an all-expenses-paid holiday, top-brand fishing gear and boat equipment.

A record-breaking 890-pound blue marlin was caught on the last day by 15-year-old Sean Mendonca aboard *Indigo*, a 33-foot Proline, which was also the winning boat. *Indigo's* captain, Maurice Lloyd, and crewmembers Derrick Tardieu and Murray Fourneillier witnessed the junior angler fight the record-breaker four miles off Charlotteville for a little over an hour in very rough seas. The water on the leeward side of Tobago was so turbulent on that day that rough water bulletins were put out by the Trinidad & Tobago Met Office. *Indigo* had missed the entire second day of fishing as big waves prevented the anglers from getting to the boat, which was anchored in Man O' War Bay.

Indigo began to take on water when the transom door was opened to slide the big marlin into the cockpit. "Huge waves started to come into the boat, which forced us to refocus our efforts from securing the large fish to securing our lives," said the experienced captain. "A few quick maneuvers in the rough sea and quickly getting the boat up to a speed of 15 knots while making our way back to Speyside helped drain water out of the vessel — and then the celebrations began."

President of the TTGFA, Chris Mouttet, said, "When it was hoisted up the scale and world-famous IGFA weighmaster Bill Rewault screamed out the weight of 890 pounds, the crowd erupted into cheers. Then everyone discussed the possibility of the catch making it into the International Game Fishing Association's record books for the largest blue marlin caught by a junior angler. The existing record for an Atlantic blue marlin is 815 pounds. Once this record is verified by the IGFA, it will put the TTGFA Marlin Madness on the world map for blue marlin fishing."

TTGFA Management Committee member Steven Valdez said, "This record will tremendously improve the TTGFA's sponsorship drive for all future tournaments. Existing sponsors will be pleased to know that they were associated with the magnificent achievement of this young Trinidad & Tobago angler. The future of these tournaments is looking very promising indeed, as sponsors are sure to get mileage for their involvement in the years to come." Tournament Chairman Alan Sheppard was equally pleased to see so many boats coming from all parts of the Caribbean, despite the rough-sea warnings that preceded the tournament. "Twenty-nine boats entered but only one can win, and our job is to make everyone feel like winners at the end of the day. Our hospitality is what we will be remembered for, despite the inclement weather and rough seas, the final day turned out to be a huge success."



Fifteen-year-old Sean Mendonca landed this record-breaker at Tobago's Marlin Madness

Young and Old in Soremar Multi-Class Regatta

On April 12th, the Sint Maarten Yacht Club hosted a Multi-Class Regatta sponsored by Soremar. Thirty-four boats, including Optimists, Laser Radials, Laser Standards and Sunfast 20s, raced on Simpson Bay Lagoon in near-perfect weather. It is believed that there have never been so many adults and children racing on one course in Sint Maarten before.

A strong contingent of Anguilla's Opti and Laser sailors came over for the event, and it is interesting to see how well matched the youths are in their sailing capabilities. The Optimist class, with 13 boats, was the largest in the regatta, and was won by Rhone Findlay. Saskia Looser came in second, only one point behind Rhone. Third place went to Kenny Richardson of Anguilla, who in previous regattas has shown that he is a strong contender.

The Laser Radial Class, the next step up for sailors who have outgrown the Optimist, was won by Kevin van der Burg. Jolyon Ferron came in a close second and third place went to Chris Orchard of Anguilla.

The Laser Standard is a "big person" boat with more sail area. Winners were Rien Korteknie in first place, Frits Bus second and David de Vries third. These seasoned sailors, impressed with the level of sailing of our youth, know that their days as champions are threatened. The Sunfast 20 class, with boats provided by Lagoon Sailboat Rental, was won by Robbie Ferron, followed by Paul Miller and Bernard Sillem.

A picnic lunch was held at Explorer Island, with sandwiches donated by the Royal Deli Mini Market. Marcel van den Boogaard of Soremar gave prizes to the winners at the Yacht Club in the afternoon. The Multi-Class Regatta was organized by Maarten Ruijtenberg, the sailing intern at the Sint Maarten Yacht Club, who will be returning to Holland soon to complete his studies. The SMYC wishes Maarten well, as his enthusiasm and knowledge have been very much appreciated.

For more information contact info@smyc.com.



Many classes, many sailors, many age groups — lots of fun!

Upcoming Regattas

And the racing fun isn't done! Here's a short list of upcoming regattas.

- Anguilla Regatta, May 9th to 11th (www.anguillaregatta.com)
- Angostura Tobago Sail Week, May 11th to 16th (www.sailweek.com)
- Captain Oliver's Regatta, Sint Maarten, May 17th to 18th (www.coyc-sxm.com)
- Round Guadeloupe Race, May 23rd to 27th (www.triskellcup.com)
- Mount Gay/Boatyard Regatta, Barbados, May 29th to June 1st (www.thetecheng.com/mountgay)
- Mini Zoo regatta, Guadeloupe, May 30rd to June 1st (www.zoo-regatta.com)
- Harris Paints Regatta, Barbados June 14th and 15th (www.barbadosyachtclub.com)
- Caribbean One Design Keelboat Championship, Sint Maarten, June 21st and 22nd (www.tropicalsailloft.com/nsregatta.html)

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PARTS & POWER

A Little Off the Rhumb Line in Honduras

by Chuck Cherry

The average sailor travels to the beat of a different drum, doesn't necessarily think patience is a virtue and has an itch for exploration. Considering this, I thought it might be entertaining to recount some personal adventures and misadventures, in slightly out-of-the-way locations for cruisers traveling in the greater Caribbean. I am submitting a series of random excursions to this publication in hopes that it will encourage other cruisers to jump ship for a short time; to enjoy sites and areas a little off the rhumb line of sailing, in countries they might be passing; to enhance the total experience of places such as Honduras, Panama and Colombia.

Honduras, for example, is a large country with potentially many off-rhumb areas for adventure. The Bay Islands' diving, fishing and real estate development; north shore beach towns; the Mayan ruins of Copau and interior mountain regions all offer some degree of physical, intellectual and social adventure.

Happy wanderers, Chuck and Monica



We decided to take a couple of weeks off during the hurricane season to explore the Honduras mountain regions and ultimately visit Honduras' Cleaque mountain cloud forest and national parks. I like to call this "the area where you can drink the water". Think Rocky Mountain high. Maybe a little higher. This is probably the largest undiscovered secret in Central America. The multitude of cloud forests and accompanying verdant valleys laden with exotic parrots, toucans, quetzals and other bird-watchers' favorites, plus scores of weird and endangered animal species is one thing. But the landscape itself is another. In all the brochures, the landscape is described according to its flora: this flower grows here, that flower dominates this area, etcetera. The famous high-altitude Honduran orchids are a botanist's dream. Set amongst all this nature are picturesque pueblos, each with at least one church, dating from the time of the conquistadors. Generally speaking, each of those laid-back little villages is "famous" for something: its role in history, obsidian arrowheads, opals lying around, caves complete with multicolored hieroglyphics, multiple symmetrical holes in the ground made by aliens, miracles, Mayan ruins. To top it all off is the residual mix of Mayan-Spanish inhabitants. These have to be the friendliest, most accommodating and shortest people in Central America. Under Montana-like skies and alpine fresh air you will find yourself surrounded by a rare scene of native humility and security. It's enough to make you want to mind your manners.

But enough tree hugging. It's one thing to come for the vista and another to visit the adventure. The cloud-forest mountaintops, hidden gorges, really big waterfalls and really, really big organic coffee *fincas* are all worthwhile destinations. But like the man said, "It's not the trophy but the race, not the quarry but the chase," so let me tell you about Cleaque.

Of all the paths you can take, trails you can hike and treks you can make, the peak of Cleaque, the highest mountain in Honduras, is the ultimate challenge. Topping out at 2,874 meters, it sits in the middle of the largest of the cloud forests in Honduras. It is surrounded by pristine forests, uncontaminated rivers, and multiple indigenous species of flora and fauna, and has a world of conservationists determined to keep it normal. Cleaque in ancient Mayan means water box, and from this mountain spring 11 rivers that supply water to five times as many villages. To say the least, it is big, tall, steep and wet.

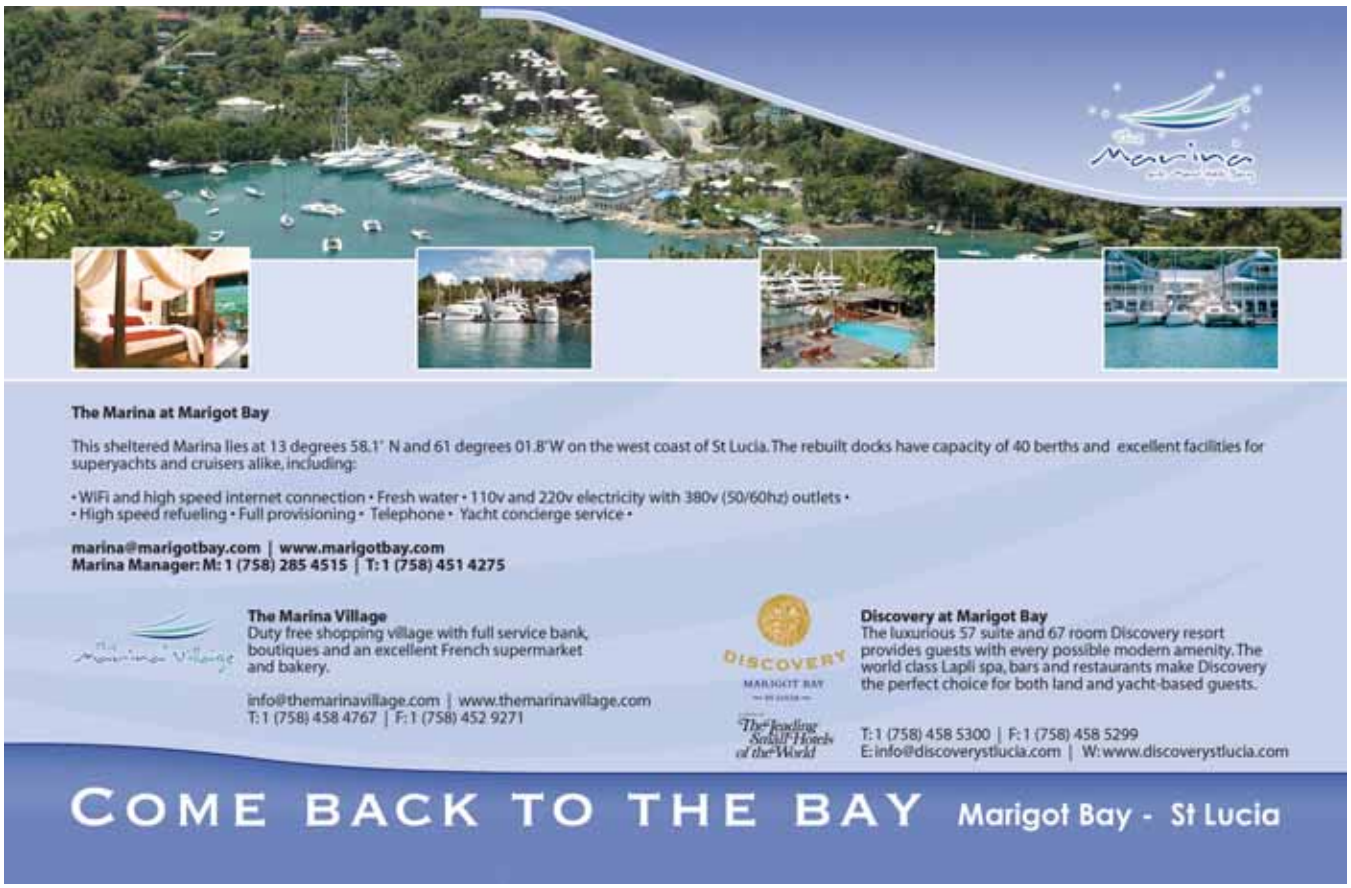
An interesting aside is that during the ice age when the glaciers pushed all the vegetation south and then receded with global warming, several of the North American trees like spruce, fir and pine remained on the tops of some high Honduran mountains and evolved into relatively new species. Weird eh?

We had hauled out in the very nice, efficient, large, inexpensive, professional, laid back and happy La Ceiba boatyard for the hurricane season and bottom paint. After a two-bus, five-hour ride we reached Gracious, a refreshing cool mountain pueblo.

The next day we met with Walter, the self-appointed tourist guide of Gracious, at his hangout, the Giuauesco Hotel (nice place). He gave us his self-drawn map and rented us two sleeping bags for US$1.25 each per day. Quite a pleasant fellow, he spoke good English, suggested alternate routing to see more animals and wished us *buen viaje*. He did mention that some people take a guide for the first leg (alternative) and we might want to take some plastic to sleep on. Translated in retrospect, that meant that if you go that leg alone you will probably get lost and not be found for weeks, and without plastic, will sleep in water with big spiders.

We left the next morning. First we had to go to the park entrance to pay the three dollars admission each and three dollars more for each intended night's stay. This entailed a three-hour hike or one-hour taxi ride. We elected to take the taxi to save our strength for the assault itself (good idea). The "taxi" was a three-wheeled rickshaw affair that resembled a riding lawnmower with a bimini top. It did get us there but it would have been much easier on horseback. As bad as the road was, it was the best of the trails we were to encounter.

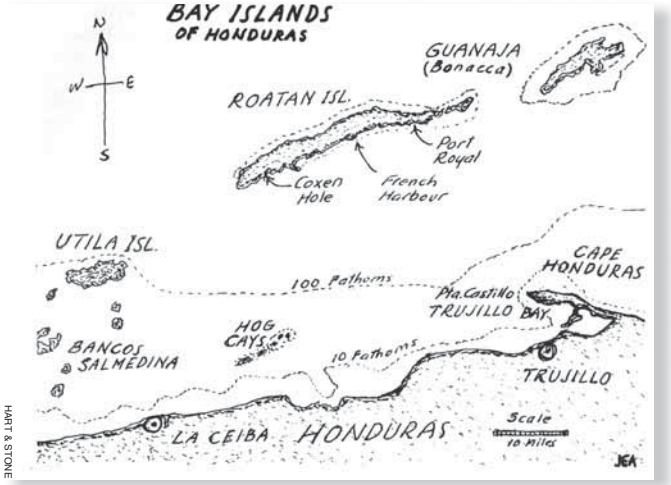
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After entering the park proper, the little half-inch on the map turned into a mile or more climb up an equally bad road to the "visitors' center" or what could be called the base camp, with bunks for 20, covered cooking area with grill, clothes-washing area, shower and working toilets. Basically, all the comforts, plus dinner at sunset.

Directly adjacent to the base camp is a very real working coffee farm or *finca*. The matriarch is a sweet little old lady who lives there with several of her eight offspring in a small adobe cabin with no electricity but a great wood-fired stove and grill. For a little less than two dollars she will cook you a meal that is as good as you can find anywhere around. We thought about just staying here and trying to get acclimatized.



Honduras is a large country with many areas for adventure. We hauled out in the La Ceiba boatyard, then went exploring

It would take a book to describe the layout of this place. For starters, the coffee is necessarily grown organically because the adjacent river supplies the water to Gracious and several other small villages. This entails the planting (among the coffee plants) of certain fruit trees for "fertilizer" and to attract certain birds which eat certain coffee-loving bugs. It takes 700 pounds of hand-picked, big red coffee "beans" to get 100 pounds of the little seed inside that we end up using to make coffee. The other 600 pounds of shell gets hand-plowed back into the soil as humus to keep it fluffy. Then there is sorting by size, shape and density, followed by sun-drying (in a cloud forest), packing, aging and finally roasting to taste over a wood-fired grill. These things, plus the usual tending of the garden, chickens, pigs, turkeys, dogs and guests for dinner, keep Mama and the boys busy. But I digress.

The next day we began our assault on the mountain after a great breakfast at the finca. We took number-one son along as a guide for the first leg after deciding to go the longer roundabout way to swing by the monkey neighborhood. Now the going was really tough. "Hiking" here is a relative term, including stretches of hike-or-die narrow trails, rock climbing and river crossing. Forty-five-degree inclines were the norm and "slippery when wet" is all the time in a cloud forest. The drizzle wasn't much of a deterrent as the trail was wet anyway, but when the clouds really rolled in, the dim light under the canopy went dark. We never saw a monkey but the snakes were friendly and gave way easily. We did see toucans, parrots and one quetzal, and heard a couple of peccaries rustling around in the underbrush. We also saw one panther's paw print in the mud and heard his howl later on that night. The forest itself was beautiful, and the view of the surrounding mountain range spectacular. Also of interest were a large variety of big beautiful orchids. These were hike stoppers, demanding a photo and including the national flower of Honduras. All, of course, indigenous to these mountains.

After a little over five hours, we arrived at the first upper campsites. Here we found a run-down cabin with two "sort-of" bunks and a completely worn-out latrine, but also a nice river with clean drinkable water. We were a little reluctant to go in the cabin at first as it seemed like a good place for spiders and snakes, but it turned out to be real cozy when it started raining. The guide left us here and after a short time a young Spanish couple from Madrid joined us, having come up the "easy" way (three hours). The next day they gave up and went back down.

At this point we decided not to try for the second upper campsite the same day. We were dog tired and figured we would rest up and the next day try for the last two legs with only one pack of essentials.

I had already decided to give this hike a 10 on the Cherry Scale of 1 to 10. Not because of the hike-or-die stretches or the slippery rock climbing or even the three-day duration, but rather due to the number of lives the mountain claims each year. In the 12 months preceding our climb there were six: two in a plane crash and four just got lost. Our guide showed us one spot where one hopeless fellow was found and I swear it was less than a hundred yards from the trail. When the clouds roll in, they really roll in. The trail is well marked by bright orange ribbons every 20 feet but sometimes that seemed like not enough.

The next day, after cookies and apples, we set off at 6:00AM sharp to try to reach the summit before the clouds moved in. This leg was harder than the first but mercifully shorter. The adjectives "steep" and "slippery" just don't cover it. The forest got wetter and greener and the birds got more colorful. We reached the second upper camp in two and a half hours. Here there was a tin roof on four poles with plastic walls providing shelter for about two people. Oddly enough, there was a first-class latrine. We had a rest and snack and headed for the top with only two Snickers bars.

At this point we were over 7,000 feet up in a serious cloud/rain forest. Needless to say, everything here — including the air — was real, real wet. It seemed odd to be in a swamp at that altitude, but that's what we had for the next two hours, complete with mosquitoes.

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Rio Dulce Cruiser's News

Guatemala's Rio Dulce, an increasingly popular hurricane-season destination for cruisers in the Western Caribbean, has its own on-line news magazine, *Rio Dulce Chisme Vindicator*, at http://riodulcechisme.com. The staff at the *Chisme Vindicator* is a conglomeration of boaters on the Rio Dulce who (as they themselves admit, most likely having too much time on their hands) have decided to have some fun with an interactive publication.

Focusing on events on the Rio Dulce, *Chisme Vindicator* is a resource for the resident cruising community, visitors, tourists and former and future "river rats" who want to check in on the latest news. In addition to regularly updated local news and feature stories, it also provides a current business telephone directory and links to Rio Dulce marinas, restaurants, bars, hotels, boatyards and more.



SANPERE

If you're heading to the Western Caribbean, check out riodulcechisme.com

—Continued from previous page

Not so much climbing now, as sloshing up and down a series of small hills using the machete constantly to reclaim the path from the jungle that seemed very much alive. At about 8,000 feet we did come to the last "up". Like they saved the best for last, we were crawling over slimy rocks masked by wet pine straw. My hiking partner was no longer whimpering but crying out loud and using every known female threat to force a retreat. The compromise was to stop every ten feet to breathe. That suited me fine. We reached the top at 11:45, just in time to watch the clouds come in and block the majestic view.

It was almost 9,000 feet with as many mosquitoes. Not to be disheartened after such an achievement, we danced and whistled, managed a few photos through the gathering clouds and took several pictures of each other with the sign "cerro menus", a strange name for the highest peak in Honduras. Then we slid down.

One more night at the base camp visitors' center with one more great dinner and now old friends and then one more roller coaster ride down to Gracious the next morning. After a fruitless search for a masseuse in this small village, I sit here now licking my wounds, writing and scratching mosquito bites. It's a good feeling.

Afterthoughts

I mentioned mosquitoes several times, as they are plentiful. They are, however, easily controlled with generous applications of repellant. Just remember to coat your undies or you will return with a multitude of bites in places you can't scratch on TV.

This hike is strenuous but doable by wimps like me and Monica. If your land legs are out of shape, take an extra day going up. The slower you go, the more you see.

The Honduran powers-that-be are starting to encourage "interior tourism". There are several other national parks with well-marked trails and mountains to climb. For example, Santa Barbara Mountain (and park) is only a few feet shorter and sits beside big old Lake Yojoa.

Finally, I personally think that if you don't fall in love with the top of mountain country in Honduras you need to see a doctor. But I have met a few people who think that drinking out of rivers requires too much bending over and that mud is dirty and that climbing up mountains is similar to work. If you are one of those, then come explore the pueblos, take Spanish lessons in-house with a local family, muse over the mysterious Mayans in Copan or wash off the salt water in Lake Yojoa, but don't fail to get sidetracked in Honduras.

Chuck Cherry and Monica Bermudez live aboard the traveling Cherry Bowl *and enjoy cruising the Caribbean and talking about it.*



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VENEZUELAN HAUL-OUT & THE PAINT-EATING BUGS

by Roland O'Brien



We've all read some of the recent stories about cruising in Venezuela, both positive and negative. This is a story about our experiences during just a small portion of the several months we recently spent in Venezuela. Our vessel is *M'Lady Kathleen*, a Coronado 41. It is an inexpensive, heavy, production sailboat, which we refurbished and outfitted for blue-water sailing, with Captains Kathleen and Roland aboard. The vessel is sloop-rigged and is shoal draft.

While in Porlamar, Isla de Margarita, we decided to do a haul-out, as it had been 30 months since our last anti-fouling application, back at our homeport of Buffalo, New York, and the Trinidad SR paint was beginning to show some bare spots. The previous hurricane season, which we spent in Trinidad, required scraping the bottom monthly to remove barnacles and other growth, which was hard on the bottom paint.

Several people told us about a haul-out location, Medregal Village, on the mainland of Venezuela, how inexpensive it was, and how happy they were with their haul-out, so we investigated further at www.medregalvillage.com and www.el-golfo.net/MMMarina/index.htm.

Chris Doyle's *Cruising Guide to Venezuela and Bonaire* also provided some good information and we happened to exchange some Bolivars, the local currency, with a fellow who had just returned from a haul-out at Medregal Village. We questioned him at length about the situation on the mainland and more specifically, his haul-out experience. His comments being positive, we decided to schedule our first haul-out there, so we e-mailed Jean-Marc, the owner/operator of Medregal Village and asked for prices, availability, and amenities. His response was immediate and sounded good, so we scheduled the visit.

We first sailed over to Coche, one of the outlying islands to the south of Isla de Margarita, anchoring on the western end of the island at 10°48.272'N, 63°59.403'W. There was only one other boat anchored there with us and as the island is largely taken up by a resort, we didn't bother going ashore. The following day we sailed to the neighboring island of Cubagua, just to the west of Coche, anchoring at 10°49.851'N, 64°09.697'W.

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Above: The anchorage at Medregal Village

Right: The anchorage at Laguna Grande



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This island is occupied by a handful of fishing camps and a research station, with not many lights at night. The breakers were quite strong, crashing on shore and making dinghy landings interesting. Several other boats were anchored there and we stayed two nights, having no problems.

The trip south to the cardinal buoy (at approximately 10°39.64'N, 64°19.37'W) just off Punta Chica at the northwestern tip of the Peninsula de Araya, was a downwind sail with light winds and little boat traffic. Upon reaching the buoy we were able to turn southeast and follow the coastline toward the Golfo de Cariaco opening. This leg was a broad reach as the wind, much stronger now, was coming from approximately 70 degrees. The boat traffic was heavy on this section as several ferries and fishing boats were heading in and out of the Golfo using a close line parallel to shore. We found it easier to just stay outside the apparent shipping channel, although there was plenty of room.

Kathleen and I discussed whether to stop in Laguna Chica or Laguna Grande but opted for Laguna Grande as we prefer solitude to being too close to the fishing fleet and shoreside homes of Laguna Chica. The first thing you notice coming toward Laguna Grande is that it is not easy to see the opening as it blends into the surrounding ledges and hills. Once you get within a mile or so, the opening becomes quite clear. We quickly chose an anchorage close to the eastern shoreline and settled in. Out came the camera, as the terrain is spectacular, with beautiful red mountains, small brown- and green-covered islands, a real mix of colors. In fact, it reminded us of Bryce and Zion National Parks in the United States for harsh desert landscape and color scheme.

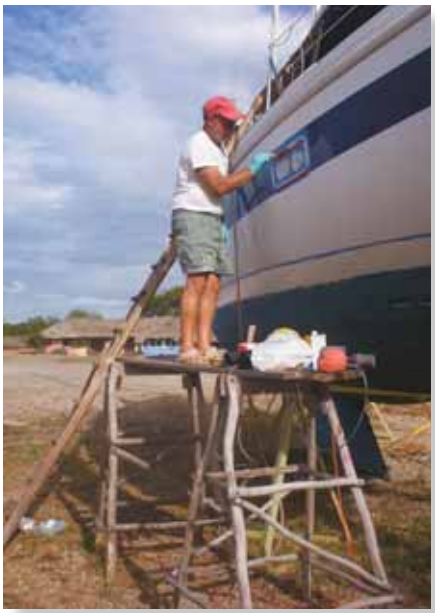
While anchored in Laguna Grande we saw only one other sailboat go past and a few small fishing pirogues with only one or two occupants. All was quiet as the wind virtually stopped around 7:00PM. In the morning while we were eating breakfast, a small group of goats came across a tiny path, foraging as they went. We still wonder how often the goats go home or how the owner finds them, as it's wide-open country and sparsely populated.

Later that morning (Saturday) we sailed toward Medregal Village, tacking regularly as the wind was on the nose. We hadn't sailed far when we heard a whooshing sound close to the boat. A group of a couple dozen small dolphins had joined us. They put on quite a show, frolicking, jumping, and swimming under the boat. We tried to get some pictures, but if you've tried that you know we got great pictures of splash rings, waves, and not much except water. One little fellow did three consecutive high jumps, for which we gave him at least a 9.5.



Above: Before...

Right: ... and during...



We arrived at the Medregal Village anchorage (we anchored at 10°31.981'N, 63°48.068'W) in the late afternoon. Having been alerted to Jean-Marc and his wife Yoleda's Saturday evening barbecue, we went ashore to find out more details. Dinner was served at about 7:30, and that meal, the first of many, was sumptuous. The meal started with a large plate of three different salads, at least one with a house dressing to die for. Following that was an entree of three different kinds of Venezuelan sausages, including a popular large blood sausage, which we felt must be an acquired taste. Accompanied by potatoes and other vegetables, the meal was hearty and well prepared.

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Getting back to work, we hauled out on Tuesday morning. The lift at M&M Marina is unique in that it goes into the water down two sidewalk-type ramps until it is deep enough to allow the slings to go under your boat. It seems the government wouldn't allow Medregal Village to build standard flat ramps out over the water, so the lift had to be modified to keep salt water out of the hydraulically driven wheel apparatus. This took quite some time, so the marina has only recently started hauling boats. We think we were maybe number 14 or 15 and thus received a ten-percent discount on all services. The lift went perfectly and, after a power wash, we were quickly settled on stanchions in our spot.

As we made the decision to haul out in Venezuela while in Porlamar, we were only able to purchase Venezuelan paint. They were all inexpensive, most manufactured by Pinturas (paint, in Spanish) Internacional. If we had wanted to wait a couple months, we could have gotten other paints. We do recommend purchasing paint for hull and/or anti-fouling, before reaching Venezuela if you have a preference for the major manufacturers' products, unless you have adequate time to wait for deliveries.

Over the next 22 days we prepared and painted the entire hull from the toerail to the waterline and the anti-fouling. We also accomplished many other tasks, such as varnishing brightwork, installing a new strainer for engine-cooling water, installing new zincs, changing oil and filters, doing various dodger and bimini repairs, etcetera.

We started to apply anti-fouling on the bottom but before we got far we were inundated with small black flies, slightly larger than deer flies in the eastern US. These flies loved the copper *rojo* (red, in Spanish) paint. They literally dove into the paint in the tray, the roller, any wet paint around the can cover, etcetera. They walked in the paint, getting their feet wet and red. Kathleen described them best by comparing them to Saturday morning television cartoon bugs, each wearing six red sneakers.

Actually, we had been warned by a nearby Italian gentleman, barely able to speak English, who came by and said, "The bugs are eating my paint!" He was using a black anti-fouling but we never did determine if it was the same brand of paint as ours. While the paint was drying on the bottom of our boat the bugs literally sucked it off.

Once the paint was dry they couldn't touch it and they went on to the next wet spot. We had to touch up several small areas where the paint was removed by these unusual bugs. Another unusual aspect was that at dusk these bugs disappeared almost magically, so we could touch up without being bothered. Now, we must tell you that the paint had a strong chemical odor, not dissimilar to lacquer, MEK, or other strong solvents (we used proper chemical masks for our application), so the bugs had to be pretty hardy to survive.

During the time spent in the yard, we took several trips to town, usually on Saturday mornings with either Jean-Marc or Yoleda, in their old Range Rover (since we left they've bought a new van), over very rough, dusty and winding roads to the village of Cariaco. Cariaco has a vintage market for fresh fish, meats, fruits, vegetables, baked goods, and handicrafts. There is a hardware store, and when I talked to Phillip, one of the clerks, in my meager Spanish, he said, "What is it you would like?" in perfect English. He seemed happy to practice his English and that I tried to speak Spanish.





Left: The paint job finished — at last

Below: A coat of anti-fouling, showing where paint-eating flies have nibbled

Without going into too much detail, the cost of our entire stay at Medregal Village — including a private shower and bathroom, water, electricity, lifts out and into the water, perhaps six meals each, drinks, trips into town, and more — totaled less than US$400. Were we happy? You bet! We still remember Jean-Marc stopping by as we were working and his favorite question was, "All fine?" For reference purposes, we have no financial ties to Medregal Village. They just performed a very valuable service for us and we look forward to going back.

While at Medregal we met another cruising couple on a boat named *Honah Lee II*. Denis and Marie, from Montreal, Canada, had left their boat, traveled a bit in South America by bus, and returned to continue cruising. We splashed the same day they did and together decided to visit the far eastern end of the Golfo, called the Boca del Rio, which is popular due to the Scarlet Ibis nesting nearby. We anchored as close to the end as we dared, watching the depth meter closely (we anchored at 10°29.500'N, 63°39.443'W). Just before dusk we took the dinghies up the river to watch the Ibis and other aquatic birds. The river was slow-moving and fairly narrow, meandering through the jungle of mangroves with overhanging tree branches. We went perhaps a couple miles upriver and then drifted down quietly, watching everything that moved. We saw many of the Scarlet Ibis, kingfishers, and other typical aquatic birds.

Upon leaving the Boca, both couples wanted to stop at Laguna Grande, so we again anchored there for one night. As on the previous visit, all was quiet once the wind dropped for the night. In the morning as we were leaving, headed back to Porlamar, two other boats joined in a mini-parade as we headed out into the Golfo. Once we all had our sails up, it was obvious that an older junk-rigged sailboat was faster than the other three and they just sailed on ahead of us. No matter what we did to sail faster it just wasn't happening. It was only a week later in Porlamar that we found they had their engine running on that entire stretch of water!

Will we go back to Venezuela? Absolutely! We met with no hostility toward us from any of the people we met, nor did we encounter any crime. However, we do take precautions any prudent person should in any populated area, regardless of the country.

Kathleen and Roland are both licensed US Coast Guard captains with 50-ton Master's licenses, with Sailing Addendum and Towing Assist. Additionally, they are SSCA Commodores and have been cruising nearly three years since leaving their homeport in Buffalo, New York. Roland has had five articles published in Living Aboard *magazine. Their website is at www.freewebs.com/sv-mladykathleen. They intend to cruise "as long as it's fun!"*



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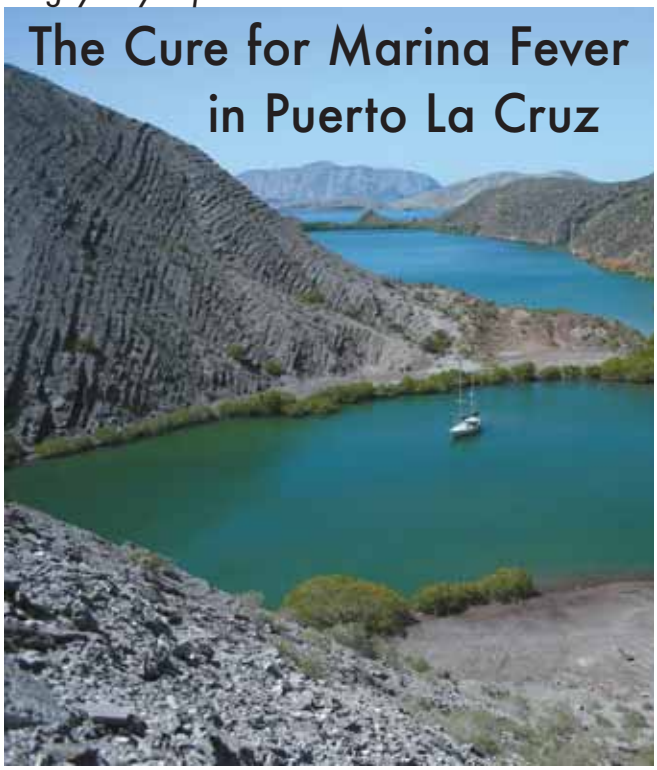
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Dinghy Day Trips:

The Cure for Marina Fever in Puerto La Cruz



Our boat anchored in Ciénaguita on Chimana Grande. From Puerto La Cruz, you can get here by yacht or go-fast dinghy

by Deanna Chaney

It was late August 2007 and we'd been tied up to a slip at Bahia Redonda Marina in Puerto La Cruz (PLC), Venezuela, for over a month. While multiple projects had our boat torn apart and unfit for travel, my husband Nick and I had developed a bad case of marina fever. What was the remedy? To our rescue came a veteran cruiser who recommended a dinghy tour of Chimana Grande, an island just four miles north of PLC on the other side of Pozuelos Bay.

Chimana Grande Cure

Skimming across the bay in the early morning calm, our first stop was the Ciénaguita anchorage on the south side of Chimana Grande. Motoring through a narrow channel between towering cliffs, we discovered a peaceful mangrove lagoon. At night, this anchorage offers a romantic view to the south of PLC's twinkling lights. We pulled our dinghies onto a mud beach and hiked up a steep hill overlooking the lagoon. The morning was steamy, with barely a breath of wind. We carefully ascended, slipping and sliding on shifty rocks while dodging cactus thorns. It was wet season and the gnats quickly discovered the new menu item: fresh, steamed gringo. Our bug spray was, of course, at the bottom of the hill in the dinghy. After much scrambling and swatting, we were rewarded with a lovely view of four consecutive bodies of water to the west. The only thing missing from this idyllic vista was our boat bobbing at anchor. We made a promise, which we later kept, to return in the big boat.

To the west of Ciénaguita is the larger Ciénaga anchorage, where there's a modest reef to snorkel on the east side of a small beach. A narrow channel through overhanging mangrove roots connects the two bays. On a subsequent trip we explored this channel from the Ciénaga side, but our dinghy was too fat to make it all the way through. A kayak would be ideal.

Our journey around Chimana Grande continued with a side trip to neighboring Chimana Segunda. The geological formations of these islands are grand in scale and I found myself wishing I had some knowledge of geology. At sea level, striated rock emerges sharp and jagged from clear turquoise water. In contrast, the island's hilltops are gently rounded, softened over time by Mother Nature. The arid landscape is shades of brown with a sparse freckling of green shrubbery and cactus.

After a few hours of exploring, our rumbling stomachs reminded us that the lunch hour had arrived. We stopped at Playa Puinare, a public beach on the southwest side of Chimana Grande. The beach was crowded with families enjoying an outing before school resumed in September. All of the covered tables were occupied, so we rented chairs for US$1.25 apiece and found a shady spot to eat our picnic lunch. After lunch and another hike, we enjoyed a refreshing swim.

By mid-afternoon, we loaded up the dinghies and headed back to the marina, feeling revived and ready to tackle those endless boat projects.

Borrachos Booster

Three weeks later we had a relapse of marina fever. It was time for another dinghy adventure. For our second outing, we decided to visit some rather impressive Venezuelan "drunks." Five miles northwest of PLC are the islands of La Borracha (Drunk Woman), El Borracho (Drunk Man), and Los Borrachitos (The Little Drunks). La Borracha is the largest island with rock cliffs soaring 1200 feet from sea level.

Our flotilla of four dinghies headed out just after the morning VHF net. Since having the dinghy bottom cleaned two weeks before, we'd left it sitting in the water.

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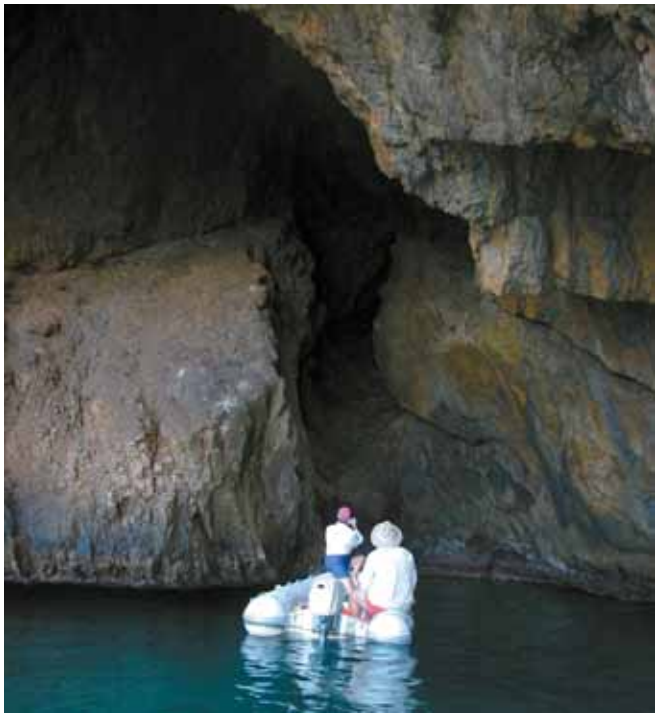
In that short period, a thick colony of coral worms had blossomed on the bottom, which now resembled the fringe on a table lamp. Despite our best efforts, we could not get the 15-horsepower Mercury to bring the dink up on a plane. Our companions stopped and waited for us as we slogged across the bay.

We finally reached a coral-fringed anchorage on the northwest side of La Borracha. A lopsided fishing hut sat just behind the white sand dunes, where a statue of a mustached hombre greeted visitors. I couldn't wait to pull on my snorkel gear and enjoy some clear water for a change. While I swam off in search of a coral reef, Nick strapped on his snorkel and mask and busied himself scraping the reef off the bottom of our dinghy.

On the west side of the anchorage, I was pleasantly surprised to find a small, but prolific elkhorn coral reef with an occasional brain coral. Spiral Christmas tree worms of blue, red, and purple adorned the yellow coral branches. The familiar crunch-crunch of tropical fish feeding on coral was music to my ears. Curious damselfish approached my snapping fingers and then darted away. Several varieties of parrotfish wove through the shallow reef while a school of jacks hurried past. A spotted moray eel, curled atop a coral head, snarled at a pesky damselfish. When I turned around to get a better look, the eel vanished without a trace.

I swam back to find Nick had finished cleaning the dinghy bottom. He gave the dinghy a test drive, and it skimmed lightly across the surface just like it should. We dried off and joined the others under a shady tree for a picnic lunch.

After lunch, we motored around the island with the other dinghies. Amid towering cliffs, intriguing caves and sheltered grottos lured us in and inspired thoughts of



Isla Borracha's caves and grottoes make for intriguing dinghy exploration

romance amid their secluded walls. The terrain was similar to what we saw on our trip around Chimana Grande. These are not the lush tropical islands we enjoyed in the Eastern Caribbean, but they are just as breathtaking in their stark grandeur. The Borrachos are noted for one unique feature: vampire bats. Sailors anchoring here overnight are advised to close or screen their hatches.

By mid-afternoon we were flying across the bay back to PLC on our spotless dinghy bottom. Just outside the green and red channel markers, the Mercury sputtered to a stop. The other dinghies gathered around while Nick refilled the tank from our extra can, and then we all reluctantly headed back to the murky-brown water of the marina and our lists of unfinished boat projects. It was a wonderful day exploring another beautiful Venezuelan island. We promised to return whenever marina fever strikes again.

Tips

You'll need a go-fast dinghy with a clean bottom for the four- to five-mile trip across the bay. Bring an extra can of gasoline if you have any doubts about your range.

Leave early in the morning to zip across a flat bay. Keep an eye on the weather and return before the afternoon wind or thunderstorms kick up.

You'll soon feel like a fried egg in an uncovered dinghy, so apply plenty of sunscreen. Better yet, wear a UV shirt and a hat.

If you plan to hike, bring shoes with good traction because the steep hills are very slippery. It's easier to go up than it is to go down. Bug spray may be needed during rainy season.

Bring plenty of water and food. You may be able to purchase food at Playa Puinare or El Saco on Chimana Grande or El Faro on Chimana Segunda, if the restaurants are open.

Keep a watch on your dinghy if you tie up to a public dock since dock urchins may meddle.

You'll be within range of PLC, so bring your handheld VHF. A buddy dinghy is also a good idea and makes the trip more fun.

Refer to Chris Doyle's *Cruising Guide to Venezuela and Bonaire* for information on snorkeling spots.

You may encounter the police dinghy, which patrols the area from Playa Puinare to El Faro. We found the two officers to be polite and appreciative of cold water and chocolate chip cookies.

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Public Transportation — Caribbean Style

by Jo-Anne Nina Sewlal

Public transportation is public transportation no matter what country you visit? Well, it isn't when it comes to the Caribbean. Here it can be an inexpensive magic carpet ride to the sights and insights of island life.

Why take public transportation? For one thing, it is relatively cheap, and if you are on a tight budget this is a plus. It is also a way of taking a self-guided tour of a small island. In Grenada or Barbados, for example, one can use public transportation in the form of buses to get around the entire island. Aboard a bus, you are also immersed in the culture of the island and hear the views of the people on everyday life and general and political issues, rather than what you may read in the national newspapers. You can travel like a local on almost any island you visit.

On most of the islands of the Eastern Caribbean, vehicles designated as public transport are indicated by the first letter in their license plate, which is either an "H" or a "T". H represents Hire and T is for Taxi. However, this rule does not apply to Trinidad, where "T" indicates vehicles used to transport materials. Generally those designated "H" cater more for the general public and are cheaper, while the "T"s are more expensive and cater for tourists. They are more expensive since you are paying to hire the entire vehicle, while on the "H" vehicles you pay for a seat. In Trinidad and Tobago there are also "PH" vehicles, which are privately owned but are often used by the drivers to provide a taxi service. The drawback to choosing this option is that you are not sure they really know the route or whether they might even have criminal intentions. Also you are not insured in the event you are in an accident while travelling in a privately owned vehicle rather than a licensed taxi.

I said that in "almost" all of the islands you could use public transportation; this is because in Anguilla there is no public transportation, as almost all households own a vehicle. But there are "H" vehicles that cater for visitors.

A variety of vehicles are used to provide taxi or bus services in the Caribbean: cars, jeeps, mini-mokes, pick-up trucks and SUVs, with the most common being mini-buses, which are small vans installed with rows of seats holding up to 12 or 15 passengers. Most are painted outstanding colours and patterns and given a name, which can be colloquial slang, the name of a movie, movie character, song or artist. This is printed on the top of the windscreen or across the front, and sometimes on the back and sides as well.

On the more populous islands, such as Trinidad, you can take larger buses to many of the major towns and cities; you buy the tickets in advance. However, you can also take smaller buses, called rural buses, which take you as the name indicates to the rural villages. They operate the route two to three times a day, and you pay the driver at the end of the trip.

On some islands, the bus service is operated by the government, in others, by private enterprise. Barbados, for example, has both. Bus fares are fixed. The fares depend on the distance you are going. Short trips may be from EC$2 to $5. Longer trips, such as from St. George's to Grenville in Grenada, are around EC$6.

One important thing to keep in mind is that most of these vehicles are privately owned, often by the driver, so they do not want their vehicles dirty or damaged. Many owners spend a lot of money in upholstery, tinting of windows, music systems and elaborate paint jobs — all an effort to make their vehicle "cooler" than the others, in the hope that more people will want to travel with them. So if you are muddy and wet from hiking, do not count on taking public transportation to your destination. It is better to arrange alternative transportation in this case, or bring a change of clothes and a plastic bag for your slimy gear. Also, since seats are positioned close together, it is not advisable to use these mini-buses if you have lots of bulky parcels.



Now that we know how to identify the vehicles and are acquainted with travelling etiquette, how do you actually go about taking public transport in the Caribbean?

You can get these mini-buses at a bus station, which in most cases is a large parking lot where the buses are arranged so that each route has a section. On some islands, the route is given a number, or the names of the destinations are written on the top third of the windscreen, as in Grenada. In Trinidad, the colour of the lateral bands across the vehicle indicates the route.

There are also bus stops along the routes, indicated by signs or clusters of people standing by the road. Some bus stops have shelters.

At the bus station or taxi stand, you stick your arm up and wave to get the driver's attention.

In almost all of the islands you can also flag down a bus almost anywhere along the route by sticking your arm out and waving it slightly up and down.

Once you have the driver's attention, you should indicate how many persons in your party are traveling, either by yelling it, mouthing it or holding up your hand indicating the number with your fingers. Then the driver can let you know if he has the space or he may refer you to one of his friends that does.

Of course you have to understand the signals made by the drivers. If the minibus or car is full, the driver will give a wave or shrug his shoulders if you hail him along the route.

When boarding, always double-check with the driver to ensure he is going to your desired location, as there may be multiple routes to his final destination. To avoid a traffic jam, an accident, road maintenance or rush hour, the driver may not always use the route that passes by your stop.

There are various ways to get the driver to stop and let you off. In St. Kitts you yell when it is your stop. In Grenada you tap on the side of the bus. In Trinidad you use a buzzer placed on the wall at the end of each row of seats.

Paying the fare is usually done near the end of the trip. In mini-buses, you give the money to either the driver or the conductor (if there is one). The conductor's job at the bus station is to call people over to travel and fill up the vehicle with passengers. He then rides along on the trip, collecting the fares, letting the driver know when a person wants to get off, spotting passengers along the way and letting the driver know if there is space. Think of him as an "in-vehicle secretary", keeping track of all these things so that the driver is free to drive. He might also open and close the door, flip folding seats up and down, and help with parcels. There are also persons referred to as "touts". They only fill up the vehicles and remain at the station or stand. In exchange they receive a small fee from the driver for their service.

As in any part of the world, there are just some times when you should avoid using public transportation, for example, at the start and end of the school and work day when buses are crowded and drivers tempted to go fast. Also, when the weather is bad some drivers might not come out to "ply the route". Many, being self-employed, have the power to do so.

Armed with this knowledge, when next you anchor at any of the islands, take an inland tour on public transportation and travel like a local.

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STRESS REDUCTION FOR SAILORS

by Bill Bate

Have you ever run down a jungle trail with the humidity so high you can cut it with a knife, the sweat streaming off your forehead burning your eyes and your glasses steaming up, and then somewhere flashing in the back of your mind you say to yourself, "I'm having fun"?

Suddenly a branch snaps back and slaps you rudely in the face and you realize you're lagging behind. Behind what? Behind a whole group of people, where class and structure have no position, just simply individuals running who show up to have fun and be a hound. Be a hound you say? A hound of what? A hound chasing hares. What? What is this? I need another branch slap. This is a hash. Oh no, another rude term. As the information says, hash, not the smokable or chewable type, but hash, like run as fast as you can through the bush following the leader of the pack who is shouting "On-On". Intermittently along the trail, small pieces of shredded paper are found, indicating that you are on the right track. The air rings with gleeful cheers and shouts of encouragement followed by a bugle call breaking the silence of the forest, the sound of a cavalry charge.



Off the boat and 'on – on' through the rainforest for a stress-busting change of pace

There we are, a large group of about a hundred men and women, young and old, children, grandparents, and everyone in between, some running, some walking, with smiles and sweat on their faces at the same time. So where is all the fun in this? It's difficult to identify but seems to be in the camaraderie. It seems to be in the doing of something that nobody else does and nobody else cares to do. It seems to draw out the adventure in us, the strike into the unknown zone. Well, that's where the fun is. Dashing down trails, thrashing through brush, climbing steep hillsides, sliding down others, being turned back because there is a circle of paper saying you've met trails' end and you must return to the main trail. Once again the silence is broken by a bugle call sounding a retreat. All the lead you managed to raise has been lost and you're back with the main pack. Then a call through the bush, "Here it is, onward ho", and off you go down another trail until finally it seems hours after the start, it feels like 10,000 calories have been lost and 100,000 more are needed to revive.

There through the greenery appears the grey outline of the parking lot. Totally muddy from the knees down, shirt and shorts drenched in sweat, any bandannas long since abandoned. Now the smelly soaked wretch stands in a line with a left or right hand out waiting for a white plastic cup to fill with his or her choice of beverage, all available within reasonable limitations to the parking lot. And now with smiles and very exuberant happy voices, the individuals become groups of busily chatting hounds, relating their trail experiences, efforts and even woes with smiles. The hash develops generally into a rough circle of fellow hounds, who declare "Down-Downs" (drinking down your drink in one gulp) for real or imagined errors and mistakes by participants, including accusations that are blatantly made up. This is related by the information paper we received.

The exercise in its entirety is to give your life some excitement, exercise and total stress reduction, improving your overall health.

Here we are in mid-life and invited to a hash run in the Macaripe Bay area of Chaguaramas Park in Trinidad. We began, as all begin, described as "virgins" and are guided through our first hash run. We are western Canadians and unfamiliar with the term "hashing" or "running like hounds after hares". Little did we realize this is a worldwide activity and, from organization to participant, completely volunteer-run. It was a delightful experience and rewarding in that we found another new reliever of stress. This, coming second to the ultimate stress reliever, sailing with fair winds and full sails.

Hash House Harriers events are held regularly in many Caribbean islands, including Trinidad, Barbados, Grenada, Antigua and Aruba, and visitors are welcome. Ask for information when you arrive.

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Leaving the Caribbean

Part Two: To Europe

One would think that after a yacht has sailed to the Caribbean from North America or Europe, and has spent a winter or more cruising the islands, insurance underwriters would see little risk of having to pay any claims for such a seasoned vessel's subsequent trip back to the States or Europe, or onward to Panama.

Nothing is further from the truth. Boats leaving the Caribbean for Panama, North America and Europe cost underwriters large sums each year, in heavy-weather damage claims, groundings and abandonment/total losses. Almost invariably, these losses are caused by the yacht's leaving the Caribbean at the wrong time of year.

Timing is Important

Boats heading for Europe tend to leave too soon, and end up getting their tails kicked.

When heading for Europe via the Azores, a boat should not leave the Caribbean before mid-May. All you have to do is to look at the North Atlantic weather chart to realize that if you leave after mid-May you have a good chance of getting to the Azores and possibly on to Europe without going through a gale. Unless you are extremely unlucky, you will only be caught in one gale at the most.

Imray-Iolaire planning chart #100 is a gnomic projection where a straight line is a great circle course. On the face of the chart are recommended routes to and from the States to the Caribbean and also recommended routes to and from the Caribbean to Europe. On the back are weather charts showing wind direction and frequency, and areas where gales and waves of more than 12 feet can be expected. These show that boats leaving the Caribbean in April for northern Europe will probably be hit by two gales, possibly three, and that waves higher than 12 feet can be regularly expected.

Regarding wave heights of "12 feet", oceanographers and surfers point out that waves will get in sync and build up to double the height of the swell. Thus, if a 12-foot swell is running, one must expect waves of 24 feet or more.

Also, it must be remembered that when gale-frequency charts speak of "Force 7 or over", they do not state how far over Force 7 the gales will be. In April one can expect gales of Force 8, 9 and possibly 10.

Leaving the Caribbean in mid-May means the boat is not up in the gale area until June, when the gale frequency is low. If a gale is encountered, it most probably will not be as strong as an April gale. Nevertheless, before leaving the Caribbean the boat should be given a very careful check; she should be prepared to weather a gale.

Bermuda to the Azores

A popular route from the Caribbean to Europe is from the Virgin Islands to Bermuda, then from Bermuda to the Azores. The Caribbean-to-Bermuda route was described in last month's *Compass*.

When leaving Bermuda for the Azores, deciding what course to take can be difficult. There is a straight rhumb-line course of 1,680 miles to Flores, which frequently leads right through the Azores High and results in either a slow passage under sail or long periods under power. This route should be taken by either a racing crew that doesn't mind playing with the spinnaker and light genoa, or a boat with ample fuel to power through the dull periods.

To avoid the Azores High, you can work your way gradually up to 40° or 42° North, run along that latitude and finally turn south to the Azores. This route usually produces plenty of wind, but it is likely to be cold. In 1985 *Iolaire* did 410 miles in 48 hours on this route, with no help from the current. But, for the second day of the run *Iolaire's* log reads: "The coldest, most miserable dawn I have ever seen in my life. Wind howling out of the north, big northerly sea building up against the old south-westerly swell rolling in. The two waves meet occasionally and explode in the air like a geyser." This route should only be taken by boats with a good strong crew that does not mind heavy weather and are equipped to face the cold.

There is a middle way between these two routes as shown on the chart. Look at the distances of the Northern Route — 1,800 miles, the Middle Route — 1,720 miles, and the rhumb-line or Great Circle Route — 1,680 miles. While in Bermuda, check the position of the Azores High and make your decision.

Despite all the predictions, things do not always work out as they are supposed to. In 2002 on *Nimrod*, a 49-foot Oyster ketch, we left with the usual westerly and headed northwest. One day out, the wind swung around to the east and we spent the next 36 hours beating to windward under reefed main and staysail, getting nowhere. We seemed to tack on each header. Finally we stood to the south and after 48 hours of hard beating, the wind freed us and we took off on a screaming beam reach. Then the wind switched further aft and blew so hard we were doing eight knots under staysail alone. The Azores High "went walkabout" and we blasted across to the Azores rattling along at 160 miles a day, under shortened sail. So much for the Azores High!

Caribbean to the Azores

In the Azores I once ran into an acquaintance who had just arrived from St. Martin in a 38-foot sloop. He left St. Martin with it blowing hard, so he had just set the number-two genoa and no main, and close-reached on the Great Circle Course direct to Faial, carrying the wind all the way. He averaged 160 miles a day from St. Martin to Faial straight through the area where the Azores High is normally found.

However, very seldom can one sail the Great Circle Course from the Caribbean to the Azores, as when leaving the Caribbean the wind is from the east. Rather than beating to windward, boats normally stand northeast, close reaching on a starboard tack. Then, as they get farther north, the wind usually eases and swings further to the south. This enables a boat to head more eastwards, closing on the Great Circle Course.

Often that Great Circle Course leads right into the Azores High, with its very light or non-existent winds. This is the time to make a decision. Either power along the Great Circle Course and hope you will pick up wind before you run out of fuel, or turn north and sail or power north across the Azores High, come out of the top of the High, pick up the southwesterlies, and continue on to the Azores. That is the general rule of how it should be done. However, God sometimes has other ideas.

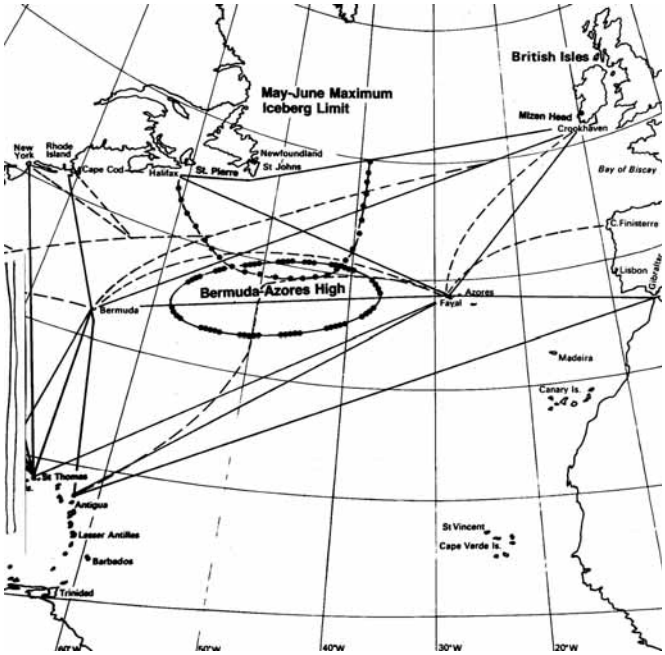
In 1989 a large fleet of boats left Antigua all at about the same time. We all stormed off happy as clams as the Trades were south of east. At the end of seven days, *Iolaire* was over halfway to the Azores. We imagined we were in for a wonderful, fast passage. Then the wind died.

—Continued on next page

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We were talking to the other boats on VHF and I announced I was turning due north to work my way across the High and pick up the southwesterlies before heading for the Azores. The skipper of *Wet and Wild* came on and said, "Squeaky, forget about it. I've got a weatherfax and there is no wind in the Atlantic all the way up to Greenland. Just keep plugging away in the light airs, heading straight for the Azores." This is what we continued to do with everyone else.

Although we'd gone more than halfway across the Atlantic in only seven days, it took us 15 days to do the rest. However, when we finally arrived we discovered that despite having no engine, we were not that much slower than the boats with engines. All the boats with engines had run out of fuel. At one point, when reporting positions, boats around us wanted to know how we could make 60 miles in 24 hours in a nearly flat calm, as they were sitting still. I pointed out that, for one thing, we were not towing a propeller. Since the wind (what there was of it) was dead aft, we



dropped the main and rigged two spinnakers, one rigged to the end of the spinnaker pole in the normal fashion. We swung the main boom all the way out and guyed it forward, disconnected the after lower shroud so it was absolutely square, and set the other spinnaker to the end of the main boom. With two masthead spinnakers in the lightest of airs, *Iolaire* slowly chugged along.

Whichever route you take to the Azores, everyone who knows those islands agrees that the first stop should be Flores. It is an island not to be missed.

Azores to Europe

On leaving the Azores for southern Europe, it is basically a case of taking the Great Circle Course to your chosen landfall. (The Imray Chart C19 covers the west coast of Spain and Portugal from Finisterre to Gibraltar.) A Great Circle to Gibraltar is 852 miles; but if heading for the west coast of Spain or Portugal make sure you lay your course considerably north of your landfall, as when you approach the Iberian coast in June, the Portuguese Trades will be in full tilt, blowing a steady 20 to 25 knots out of the north. Thus you want to make sure you are well north of your landfall point so that you can ease sheets and reach across the Portuguese Trades. Beating to windward against these winds is an exercise in frustration.

When heading from the Azores for England, Ireland, or France, hopefully you can sail the Great Circle Course, but sometimes the wind comes out of the northeast. If this is the case, stand north on a starboard tack until you pick up the south-westerlies. Then take off for Ireland or England. (Imray Chart C16; Western Approaches covers the south coast of Ireland, England and the French coast from Ushant to Brest, and has harbour charts of Crookhaven, Crosshaven, Milford Haven, Falmouth and Brest.)

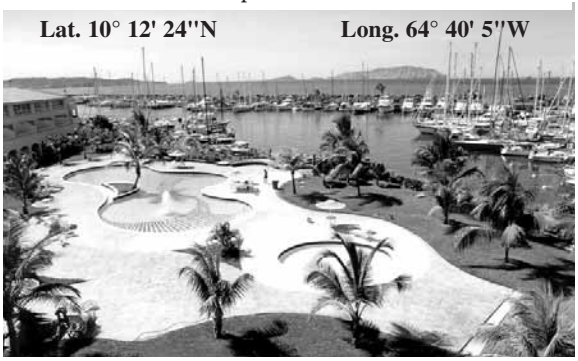
If you are in the Azores and there is no wind, wait until the wind fills in. In 1995 aboard *Iolaire* we made the mistake of leaving the Azores in very light airs. Thirty-six hours later we could still see Pico.

—Continued on next page

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Caribbean to Gibraltar

A few boats head direct from the Lesser Antilles to Gibraltar, a long haul only to be taken by boats that have very good range under power or boats that sail well in light airs and have a crew on board that is willing and able to do a lot of sail changes and really work at sail trimming.

It is also essential on this route to be in daily contact with a weather router or have onboard equipment that enables you to make up real-time weather maps and do your own weather routing.

There are two advantages of the direct route over the Azores route. One is time: getting a crew out of Horta in less than five days is a major victory.

The other advantage of the direct route is that it puts you at the bottom edge of the gale area. You would be very unlucky to encounter a gale, and even if you did the wind would be westerly, blowing you in the right direction.

Caribbean - Nova Scotia - Europe

Some Europe-bound boats leave the Caribbean, head for the States, travel up the Intra-Coastal Waterway to Norfolk, sail up the coast to New England and on to Nova Scotia, and then cross the Atlantic from there. Others leave the Caribbean, stop in Bermuda, sail to Nova Scotia and then go across.

Boats that take either of these routes are well advised to take the time after they leave Halifax, Nova Scotia, to go into the Bras d'Or Lakes, a body of fresh water, warm, crystal clear, with no fog even when there is fog off the coast. Then continue on to the islands of St. Pierre and Miquelon. From St. Pierre or Miquelon it is a short hop to Fortun on the Burin Peninsula of Newfoundland. This is a useful stop if you need to do a crew change as Fortun is connected to St. Johns, Newfoundland's main town, by a daily bus service.

An examination of the weather charts for May, June and July, checking the gale frequency, wave heights and ice conditions, makes it absolutely obvious that the last week in June is the ideal time to jump off from Nova Scotia sailing the Northern Route.

From Halifax the course to Mizen Head, Ireland, is 2,150 miles. In 1975 *Iolaire* averaged 154 miles a day, from Halifax to Mizen Head, downwind all the way — glorious sailing. However, it was definitely cold, except for the last three days, and it was nine days out of Halifax before I got my first sun line.

If one sails coastwise and up through the Bras d'Or Lakes, the passage from St. Pierre and Miquelon to Ireland is only 1,800 miles — at 150 miles a day, only 12 days at sea.

By the last week in June, the ice problem has minimized, you have almost 24 hours of daylight and gales are few and far between. On this route the amount of fish and bird life you encounter is amazing. You should have a following breeze all the way across.

When sailing this route, there are two things to be carefully monitored. The first is the southeast edge of the growlers. You can find information on how to ascertain the southeast edge of the growlers on the back of the Imray-Iolaire Transatlantic Chart 100.

The second thing to watch out for is Race Rock. When we sailed over in 1975, for about two hours the sea humped up much rougher than the amount of wind would indicate. I did a DR plot and figured we must be close to Race Rock. I thought it was about 15 to 20 feet down, as we had no detailed charts of the Grand Banks. I almost had a heart attack about ten years later when in New York Nautical, I saw a Canadian chart of the Grand Banks, and discovered that Race Rock was only nine feet below the surface! Then in the middle 1990s, I discovered a copy of *Captains Courageous*, where Kipling describes that, in periods of fog, the fishing schooners on the Grand Banks would use dead reckoning to get near the region of Race Rock, listen for the waves breaking on the rock, and then anchor. Obviously a yacht does not want to go anywhere near Race Rock!

Also, now that there are oil rigs on the Grand Banks it is even more essential that you obtain the Canadian charts to the area.

Finally, while sailing in or near the iceberg area, if you are sailing along in clear or semi-clear weather and fog fills in, beware — you are probably approaching an iceberg! (The locations of all icebergs reported out of the normal ice area are noted on Imray-Iolaire Chart 100.) It should be noted that one iceberg almost made it to Bermuda, and numerous icebergs have been spotted SOUTH of the Azores.

To anyone contemplating the Northern Route, I recommend they obtain copies via amazon.com of two wonderful books, *Passage East* by Carlton Mitchell, the story of *Caribbee's* 1953 transatlantic race; and *On the Wind's Highway*, Dick Snaith's account of another transatlantic race.

When sailing the northern route, I strongly recommend stopping to enjoy the southwest coast of Ireland. There are pleasant harbours at Schull, Glandore (my home in Ireland), Kinsale and Carrigaline. Then head north up the Irish Sea to Scotland. The Caledonian Canal makes an easy route to Norway and the Baltic, avoiding the heavy traffic found in the English Channel and North Sea.

Or from the south coast of Ireland you can head for Falmouth and the south coast of England, or on to Brest and the French coast.

Here have been presented basically all the options for crossing the Atlantic eastwards. Review this article carefully and plan accordingly.

As the Irish say, "May the wind always be at your back." It should be when you sail back from Europe to the Caribbean in the fall — but that's another article.

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Sabbatical Sabotaged:

How the Panama Canal Transit Slowdown Changed My Life

by Heather Bacon

I'm a Sailor by Marriage who returned from a circumnavigation waxing eloquent about simple pleasures: bathtubs, dishwashers, toilets that flush.... I hoped never again to stockpile bad books, wash my clothes in village streams or hang out at laundromats hoping to meet a kindred spirit. I dallied with the fantasy of an apartment in a city, volunteer work in Laos or a starring role in the annual pantomime at the old folks' home.

But Fate and spouses can put to rest the best-laid plans. My husband had expressed a desire to get our boat from the Caribbean to the west coast of Canada. I gently pointed out that there are ships and trucks that can do that. But he had researched the best sailing route and opted for Panama, the Galapagos, Hawaii, Alaska and British Columbia.

During our home visit back in Canada he continued to wax enthusiastic about the voyage. But slowly he began to allow as how Heather didn't really want to do long passages anymore. He began an active attempt to solicit crew. Strangely enough, although there is a plethora of people who exclaim about the romance and the excitement of life on a boat, when you are looking for crew there is no stampede. There were two promising candidates with whom my husband spent a lot of time communicating. Both disappointed us after several months of intense planning. A third seemed to be serious and we planned to rendezvous with him in Panama after the boat was back in the water.

We had left the boat up on the hard at Shelter Bay Marina, on the Caribbean side of Panama, for three months. I flew down with Hugh to keep him company and to carry excess baggage. (A spare rudder was among our luggage this time, "just in case".) But while Hugh returned to the boatyard to ready *Argonauta I* for the water, my "sabbatical" was to begin. I had opted to take a Spanish course in Panama City for two weeks, then join Hugh to provision and accompany him and his crew through the Canal. After *Argonauta I* sailed away into the Pacific, I would continue to study and travel in Central America, explore volunteer opportunities and visit several friends who would be within reach.

My two weeks in Panama City were dynamic and satisfying. There were four hours of instruction a day in a small group. I lived in an apartment with an active 84-year-old Spanish lady. I practised Spanish in restaurants, taxis and shops, explored the city and met a great many people. My landlady asked her *muchacha* to make *ropa vieja* for me and I later cooked up "old clothes" on the boat — in tropical temperatures I might add! I did a bird-watching trip, went to movies (US$1.35 for *jubiladas*, pensioners) and, reading the local newspaper for practice, discovered a Picasso exhibit opening. I went with my landlady and was gratified to see that wine flowed! My neighbourhood, Cangrejo, was reminiscent of Europe 20 years ago; people strolled at night along a boulevard lined with restaurants and parrots shouted to be heard above the cacophony of traffic.

I took the Panama Railroad from Panama City to Colon to meet the boat. This vintage train with exotic wood panelling and dome car travels along the Canal and through the jungle. It is a relaxing and very enjoyable way to go between the cities of Balboa at the Pacific end of the Canal and Colon at the Caribbean end. Once in Colon, however, it is expedient to taxi out as quickly as possible. Downtown Colon is seedy and considered dangerous, even by locals. A segment of the latest James Bond movie was being filmed here; the setting was supposed to be Bolivia.

My arrival at the marina was mixed. The good news was that James Bond carried my suitcase. (Well, it was his double, a cuter and friendlier personality than the protagonist.) The bad news was that my husband was less than delighted to see me at that moment: four technicians were crawling around in the boat, threading wires and fixing faults. Every item from the "garage" was piled in the salon and on top of fridge and stove. I was banished to the balcony of the marina restaurant for the day.

The next day I got into provisioning mode. Not my preferred form of hedonism, but I've had lots of practice. There is a bus from the marina every morning. You have to get there 30 minutes ahead of time or there is standing room only or no room at all! The route to the closest shopping centre crosses the Canal and invariably there is a wait while vessels go through the locks. If a car stalls (it has happened more than once) delay is longer while everyone backs up and a tow truck is called. Once at the store I scoured the aisles for the familiar. I was stocking basics, planning to return later with our crewman for specifics.

Then we returned to seedy Colon to go through the necessary steps to arrange a canal transit. Once banking was completed (US$600 for transit, $800 refundable deposit) we awaited a date. To our dismay we learned that there would be a one-month wait. April 16th was the first date we were assigned, later advanced to April 12th. I began to hang out at the laundromat again and we had steady entertainment as the James Bond crew practised high-speed chases and crashes in boats.

Our crew arrived a few days later. We got on fairly well, though he didn't eat my *ropa vieja* and he smoked a lot of cigars. He was taken aback to hear that we must wait around for a month. To pass the time, as do many cruisers, he volunteered to line-handle for another boat on their canal transit. When they asked him if he wanted to go to the Galapagos with them the next day, he leaped at the chance. We were gracious but taken aback.

At this point, my skipper realized that he could not go via the Galapagos because it would put him in Hawaii too late to avoid the start of hurricane season. So he thought he would sail single-handed straight to Hawaii, a passage of plus or minus 40 days.

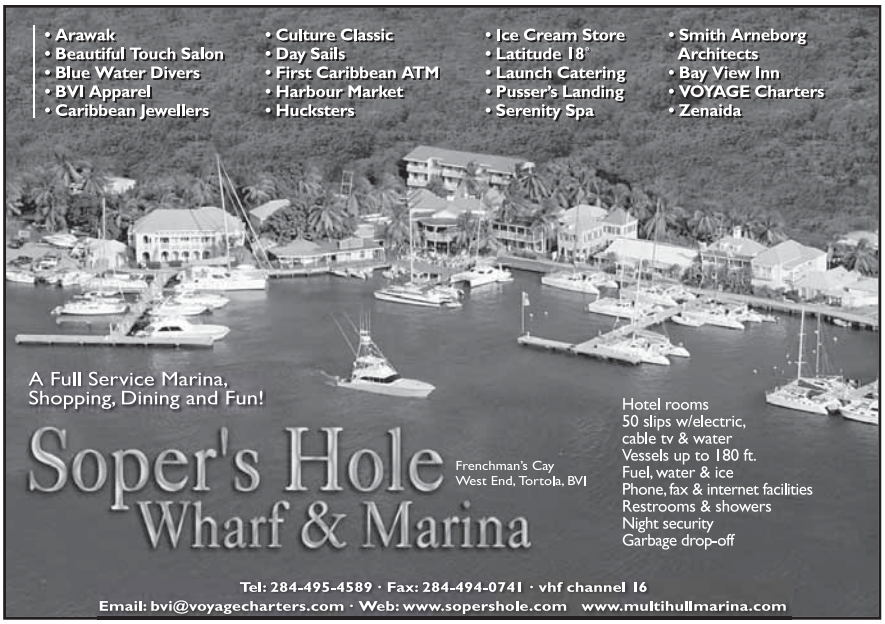
Unfortunately I am afflicted with the remnants of a Catholic Guilt Complex. I really can't comfortably let my husband go off to sea alone for such a long period of time. We have always been conscientious about night watches. I know that single-handers just have to sleep and trust in Fate, but I always worry about them.

Sooooo, sabbatical sabotaged.

Don't call me Penelope. She waited on shore!



Here we go again... just when I thought my passage-making days were over



Tales of the Anchor

by John Rowland

It seems whenever cruisers are gathered over sundowners and the topic of anchoring comes up, a lively discussion follows. Probably the degree of emotion associated with anchoring is directly proportional to the number of ways uncomfortable situations can develop from miscalculations or circumstances beyond your control.

It is said, "*When* you drag" not "*If* you drag", because, at some point, everyone drags.

Early in our first season, friends told us how they had run into difficulty retrieving the hook, only to find that a basketball-sized lump of coral had broken off and was wedged between the spade and the shank of their Bruce anchor. The captain was concerned that the anchor itself may have bent. At the time we were using an identical anchor, so we found the story of interest.

Later that very day we anchored in Great Harbour, Peter Island, in the BVI. Nancy backed down on the anchor to 2200 rpm while I kept a hand on the chain and we agreed we were set. This was before we had installed the chart plotter, so we each took landmarks to watch, and set about putting the boat to bed.

Twenty minutes later, Nancy said, "John, we are dragging!"

I went forward and put my hand on the chain but could feel no vibration. We entered a debate, with Nancy declaring we were dragging and I, still feeling for some vibration in the chain, saying we weren't. Nancy refocused my attention when she yelled, "John, we've passed three boats!" Sure enough, our position relative to the three boats to port had changed significantly.

Our boat is equipped with a manual windlass. When we pull the anchor up, Nancy maneuvers the boat toward the anchor while I pump the lever to retrieve the slack chain and, eventually, the anchor itself. The lever seemed very hard to pump for an anchor that was just lying on the bottom. I became uncharacteristically fatigued, to the point that, with perhaps 15 feet to go, I switched places with Nancy for a few minutes. In the end, when we got the anchor to the surface, there was a basketball-sized lump of coral wedged between the spade and shank of the anchor, heavy enough to dampen the vibration while the anchor dragged.

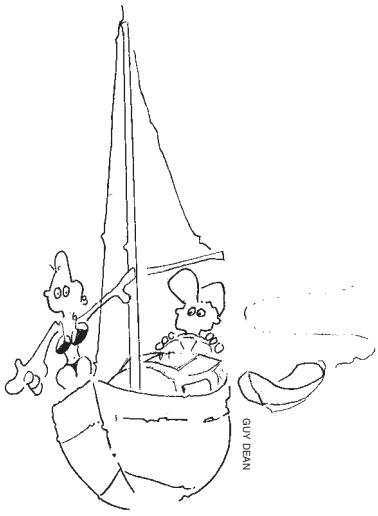
Since then, I always get a little nervous when folks from other boats relate disaster stories.

Had I dived on the anchor, we would have identified the issue earlier.

Some months later, we had been anchored in Simpson Bay Lagoon, St. Martin, for about a week and returned from doing e-mail and lunch at that venerable cruiser hang-out, Shrimpy's. As our dinghy passed the boat anchored off our starboard stern, the captain hailed us and waved us over. The captain said, "I'm sorry, but we had to board your boat. You were dragging down on the boat anchored directly off your stern. I'm really sorry about the mess we left on your deck. Apparently you were anchored into a large piece of old canvas on the bottom and it became dislodged. I didn't want to throw it back in for this to happen again to someone else so I just left it on your deck."

Aside from being completely surprised by the fact our anchor had dragged after holding its position for a week, I was amazed at the apologetic attitude our savior was taking. Cleaning up the deck disposing of the three large bags of rotten, muddy canvas was little issue compared to the mess we'd have had if our neighbors had not come to our rescue in our absence. It was yet another example of help we have gratefully received from other cruisers since we've been out here.

In this case, even if I had been willing to swim in the lagoon to check the anchor, the canvas would have been hidden by the mud. Now, when we visit St. Martin, we anchor out in Marigot Bay. It makes for some long dinghy rides, but the French side is more fun, anyway.



Whenever you enter an anchorage, you will draw the attention of crews of neighboring boats as you drop and set your hook. Some interactions with your neighbors relating to anchoring can get interesting.

We were anchored in Prickly Bay, Grenada. Late in the afternoon, a charter catamaran pulled in and dropped the hook, its stern ending up some 100 yards off our bow. Nancy and I were in the cockpit watching. We were concerned about the amount of chain put out and, to us, it didn't seem a real attempt was made to set the anchor. As we watched, the 100-yard gap seemed to be shrinking.

This was a bareboat in every sense of the word. The crew consisted of eight men. The first thing they did was to remove their clothing and either jump into the water or line up to use the stern shower. One crewman exchanged his clothing for flippers, mask and snorkel and began to snorkel toward the bow. I hoped he was going to check the anchor but he seemed to get distracted by the reef nearby and moved away from the boat.

By now the original 100-yard distance from their stern to our bow was under 40 and closing at a discernable rate.

Nancy was uncomfortable with any direct conversation due to their lack of clothing. I grabbed a boathook and went forward to either get their attention or, if need be, fend off their boat when the remaining gap closed. One of the crew saw me coming and, simultaneously, saw the gap between our boats narrowing. He froze. For a split second, I don't think he knew whether to put on his pants or start the engine first. He raised the alarm and his crew began to scramble. They came out of the water, powered up the engines, manned the windlass, pulled up the anchor and began to move their boat to another location, farther north in the bay. That is, all but the snorkeler. When last seen, he was frantically kicking, his snorkel and bare bum sticking out of the water, chasing the catamaran up the bay.

In a perfect world, every boat in the anchorage would swing in unison and no one would get in any other's way, but....

Not long ago, we anchored in Clifton Harbour in Union Island, out near the reef that borders the channel. The wind that day was from 090 degrees and the spacing we had with the boats around us seemed very acceptable. Three days later, when we were planning to leave, the wind had backed to 070 degrees and the boat off our port bow was now sitting over our anchor. I realized we had miscalculated potential swings when we came in. Embarrassed as I was, I asked the captain of the other boat, now directly off our bow, for help. The captain was gracious enough to pull his boat away while we weighed anchor.

About six weeks later, we were anchored in Admiralty Bay, Bequia. Planning to leave at "oh-dark-thirty" the next morning, we went into town to run some errands and clear out. When we returned to the boat we found that we had several new neighbors. One of them was a monohull resting quietly with our anchor underneath it, just forward of its rudder. In front of that was a catamaran with the monohull's anchor below her, right amidships. I couldn't get too angry because I still remembered the situation we had created in Union Island not long before. After a very friendly discussion, the crew on the boat ahead of us agreed to be up at the crack of dawn to maneuver while we picked up our anchor. Overnight, the wind clocked around about ten degrees, giving us a bit more room and the departure was quite uneventful.

One last incident...

Anchored in Rodney Bay, St. Lucia, I took the dinghy through the channel and into the lagoon, headed for the dinghy dock. As I entered the lagoon I noticed a large blue yacht having trouble pulling up the anchor. As I passed, the lady on the bow called, with a heavy French accent, "Can you help us?" On the boat, aside from the woman on the bow, there were three others, one obviously the captain and two male crewmembers. There was also a great deal of yelling and confusion, more confusing to me, perhaps, since I don't speak French.

I took my dinghy to the bow of the boat and the problem became obvious. Hooked to their anchor was the anchor of another boat. I tried to lift the other boat's anchor off theirs but there was too much pressure. I was waved away and the crew took over. The blue boat started forward, eventually dragging the smaller boat with it, like a baby elephant following its mother. There was no one aboard the second boat.

The blue boat stopped and, apparently in the process, relieved the pressure between the two anchors, freeing one from the other. This left the blue boat dead in the water with the smaller boat approaching from astern under its own momentum. The crew from the blue boat used their dinghy to stop the smaller boat and prevent it from ramming theirs in the stern. When last seen, the crew from the blue boat was anchoring the other boat near the spot from which it had been dragged. I'm not sure I would have approached the problem in the same way, but if it works....

I have more anchoring tales but I'm sure you have your own. The frequency and variety of anchoring situations are probably why discussions on the subject are always so lively: everyone has a tale to tell.



One Bare Foot In Paradise

by Heather Bacon

They say that on every beach on the world you will find one shoe. Well, in fact you may find five shoes — or even six. But, of course there will be no two alike.

I purchased a psychedelic-coloured pair of knock-offs of the popular Crocs, or "holeys", at a chain shoe store in a small town in Canada. The store is called Payless, and indeed one does! Whenever I actually need to wear shoes, this is my personal boutique. Lightweight, inexpensive, washable and having the ability to float, the pseudo-Crocs seemed like the perfect boat shoe.

Well, on one of my return visits to Canada we went to a wedding: shoes definitely recommended. Although I dredged up a classier (and less comfortable) pair for the event, my tie-dyed clogs were great for marathon treks to restaurants. Throughout British Columbia, considered by some to be one of the more sophisticated areas of our frontier country, I was constantly stopped in the street by people who wondered where I had found my unique "Crocs". People even pointed to my feet as they passed my table in a yuppie restaurant!

I returned to our boat in Venezuela and, once again, total strangers were stopping me to admire my *zapatas*. Unfortunately, a day spent walking the streets of Puerto La Cruz meant some serious scrubbing that evening. But we set out to cruise the Roques and Aves with my trademark footwear gleaming proudly. They were comfortable for island exploration and co-ordinated nicely with my holey clothing.

Then came disaster.

We always hoist the dinghy up beside the boat at night, even in benign places. One night I left my beloved shoes in the dinghy. A mighty wind came up overnight and in the morning only one shoe remained!

We combed the shoreline but, alas, no psychedelic hues gave a clue to the missing shoe. On the little island off which we were anchored yachties had created a cairn with creative symbols of their sailboats.

The knock-off Crocs were comfortable for island exploration and co-ordinated nicely with my holey clothing

Ironically, a few single sandals were scattered among the artifacts. But none could match my beloved clog.

We returned to our Ontario home after leaving *Argonauta I* in Curaçao. I enjoy catching up on the latest trends, reading book reviews, checking out new taste sensations. It was a shock to see a newspaper article dedicated to the overwhelming popularity of the "holey shoes". Crocs began it all, gardening stores vaunted "holeys" and then the cheaper knock-offs began. Among the photos only one was slightly similar to my own. But it was by no means as cute. As with all trends, from the pet rock to the ipod, popularity is an invitation to revile. Critics described the shoe as "utterly hideous", "resembling goalie masks for feet" and even "single-handedly ruining the world"! George Bush was photographed wearing a grey pair with black socks! They are now selling decorative pins to put in the holes: ladybugs, flowers and skulls.

It has been mentioned that long before synthetic materials were invented country folk in Europe were wearing wooden clogs known as *sabots*, which were weather-proof and functional if not on a par with Gucci.

Well, being often away and having acquired the weather-beaten appearance of a career boatie, I had long given up the aspiration to compete with my city friends who can manage to look chic at a barbecue. But there I had been, for the first time on the leading edge of the latest fashion statement, in spite of myself! Then came the ill wind.

There is, however, a positive footnote (sic). After my trip to BC I returned to Ontario, made a special visit to my local Payless store and purchased an identical pair to the clogs which had inspired so much adulation. Perhaps, I thought, I could set up a bidding war in a popular spa.

So, even though one shoe has been lost at sea, I have two more to flaunt when my friends wear Prada.

And if you happen upon a shoe of many colours in your travels through the Aves, send me an e-mail and we can arrange for two lonely soles to reunite.



SOLITARY

by Jan Brogan

Dave had to go to Gainesville as his daughter Lisa is in the hospital, but she's doing much better now and hopefully he will return in a couple of days.

So I'm here — with the boat, which I now refer to as Mistral Prison.

I've been in solitary confinement for about a week now, trying to keep occupied until his return. With nothing to do, I study a little Spanish (for Venezuela) but I gotta tell ya, *Ay, Dios mio*, I am becoming *mucho loco*!

When Dave first left I created a total fortress — slept with everything locked down tight, hatches all closed and companion doors bolted, in fear of getting raped or worse. By Wednesday I began to rethink. Would it be so awful to be ravished by a strange man, on a moonlit night, on a beautiful tropical island? I ran out for a lovely bottle of Perrier Jouet, and chilled two glasses. Each night I open the hatches, switch on all the lights, turn on some great jazz and flip on the strobe anchor light. Could I be ANY MORE welcoming? But alas, it is just not meant to be.

In desperate need of outside stimuli, I decided to go snorkeling this morning. I saw many colorful fishes. Fish are pretty much like hot 21-year-olds. Lovely to look at, but ya can't really have a conversation with one.

Still in need of someone to communicate with, I thought maybe I'd write and share with you the events of my day.

First I scrub the toilet, which is filled with muddy lagoon water, and looks more like....

Okay, let's not go there.

Then I run the engine for an hour to charge batteries and chill cold plates. The diesel fumes are extremely aromatic in the calm, oppressively still lagoon.

Next I prepare several cans of tunafish, and put that in the refrigerator, which will remain cold until about 5:00PM, at which time I must run the engine for yet another hour.

Then I pump the bilge so I won't sink.

Then I get in the dinghy and go to the little fruit stand to get a couple of nice mangos and a papaya. Ooops, they don't have any mangos or papayas today. That's okay; I have tuna.

Finally I trek to the grocery store with my canvas bags and a large backpack.

I walk around looking for something for dinner. I don't eat meat, which is good... because there IS no meat. But I'd like to find a chicken breast or two. NOPE — all I see is mutton and goat hoofs (or is it hooves? And how can one be sure? One hoof, two hooves, one roof, two rooves? Noooooooooo: ROOFS!).

So, fine, no chicken. That's okay; I have tuna.

(Make mental note to look up stewed mutton recipe on internet.)

I pick out more canned items and a couple of gallons of water and head to the cashier, where my bill is 538 dollars. The EC dollar is 2.7 to 1 US. I do the math. Still twice as expensive as in the States. (At these prices I realize that tuna may no longer be within my budget. I do not despair. Instead, I envision the many delectable dishes I will soon be preparing with goat hooves.

Now that I'm EC$538 lighter, the groceries don't feel heavy at all and I easily walk the three quarters of a mile back to the dinghy.

The multiple transfers begin. Set groceries on the dock, then down into the dinghy. Next, haul them up on deck, then lug them into the cockpit, and finally drag them down below.



As Jan knows, along with canned tuna, a sense of humor is a cruising essential

Before cramming everything into lockers and cabinets, I remember to rotate all the rusty cans to the front, as they must be eaten first.

Now that I'm done with my chores it's time to play! I turn on the computer to read my mail. Ooops — no signal. I cannot connect. Decide to take a shower instead.

I squeeze into a bathing suit that is becoming tighter every day, gather up supplies and head out to the swim platform. Although the sun is beating on me with the intensity of molten lava, I still get goose-bumps washing my hair in the frigid saltwater, which barely trickles from the sprayer.

Since I haven't shaved in two weeks, I decide to do some yard work. I pull out my razor, which has a very rusty blade. (Make mental note to get tetanus shot.) I finish my legs and now it's time to mow the lawn. After years of practice, I've become extremely good at shapes. (It's true! Go ahead — name ANY barnyard animal.)

Ooops! There's my neighbors. They're anchored so close I can count their eyelashes. I politely smile and wave. Decide to let the grass grow another day.

Now that I'm all fresh and clean, I put on my best dirty clothes and try to get on the internet once again.

YAY! I've connected. Go directly to my mail... only there IS no new mail. All my friends have forgotten me because I'm so far away.

I think I'll take a nap and call it a day. I've never actually fallen asleep in the middle of the afternoon but I'll head straight to the after-berth where I will probably just toss and turn until it's time to eat.

Can you guess what I'm having for dinner?

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PRODUCT POSTINGS

News from the Poop Deck

A reliable toilet is a necessity. With features such as a full-sized joker valve to avoid clogging, and separation of intake and discharge water, Raritan's SeaEra toilet offers owners hassle-free performance. Raritan now offers a two-year warranty on the SeaEra toilet.

This economical electric macerating toilet, available in 12, 24 and 32V DC or 120/240V AC, is as practical as it is dependable. The SeaEra includes durable features such as an inlet pump that can be run dry without damage.

A strong discharge pump can function easily with a vented loop as high as 1.8m. Eliminating the need for an adapter, the SeaEra's new built-in discharge fitting accepts either 38mm or 25mm lines.

The SeaEra can be mounted above or below the waterline. The inlet pump can lift water from up to 1.22m below the toilet. Using the included interchangeable 19mm hose barb fittings, water can be routed from either side of the inlet pump. With a bowl that rotates 90 degrees for mounting, Raritan's SeaEra toilet fits into confined spaces.

The SeaEra toilet is available as a conversion kit or with a white bowl in either household-style or marine-size. Boaters can choose from several models.

The SeaEra toilet requires only a small footprint. Dimensions of the household-style model are a 50.2cm bowl depth, 36.5cm bowl width and 37.8cm height. The marine-size SeaEra has a 42.6cm bowl depth, 33cm bowl width and 36.8cm height. Raritan's SeaEra toilets have an approximate shipping weight of 17 to 18kg.

For more information visit www.raritaneng.com.

Wheelchair Accessible Boarding Ramps

Roll aboard! Yacht Boarding Systems has introduced a new line of 33-inch-wide wheelchair accessible boat boarding ramps. There are four standard models with



optional removable handrails on one or both sides, and custom wheelchair accessible boarding ramps can be made to accommodate your specific needs.

For more information visit www.boardingramp.com/doc/wheelchair.htm.

Hi-Tech Navigation System from ComNav

Both cruisers and racers require information about current wind conditions. The new Nexus Start Pack 3 System from ComNav features a sensitive and responsive wireless wind transducer, which allows users to access information on wind speed and angle while they monitor a variety of other data.

The innovative Twin-Fin design ensures highly stable and accurate readings. Batteries are continuously recharged by a small solar panel on the wind transducer arm. Simple to replace, the batteries have a life of about 4 years. Additionally, a single through-hull triducer measures speed, depth and water temperatures. The state-of-the-art WSI Connection Box gathers and processes the vital data collected from both transducers. Among its many functions, the WSI combines boat speed with apparent wind speed and angle to calculate true wind speed and angle. By means of a single cable, it transmits the information to the Sea Data Instrument and Wind Instrument displays.

The durable Sea Data Instrument displays speed, depth, distance run, water temperature, apparent wind direction and speed, and true wind direction and speed. It also features a start timer and deep/shallow water alarms. The Wind Instrument provides both digital and analog wind data on one ruggedly constructed unit. In large, clear digits, it displays apparent wind speed and angle plus true wind speed and angle, while also showing the same information in an analog format.

For more information visit www.comnav.com.

Safe and Compact Ship's Stove

A hot meal or drink on a boat is something everyone looks forward to — whatever the weather! But stoves using traditional cooking fuels such as butane or propane can pose a risk of explosion. This risk is eliminated with the new Contoure 1600 single-burner alcohol stove — a safe choice for cooking in small spaces.

The portable, stainless steel stove is fueled by a stainless steel canister containing a non-flammable wick material. It absorbs and holds approximately 1.2 liters of alcohol fuel. The canister's unique design prevents fuel from leaking out, even if it's turned completely upside down. Alcohol is a safe, clean cooking fuel and can be extinguished with just water in an emergency.

Ultra-reliable and environmentally friendly, the Contoure 1600 is a non-pressurized system, eliminating pumping, priming, hoses and valves. Generating 6,800 Btu of heat, the stove can boil a liter of water in 8 minutes and burn for 4.5 hours per fill.

For more information visit www.contoure.com.







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WHAT'S IN A PAN?

by Jacqueline Milman

An integral part of Caribbean culture is "steel band" music. While in Trinidad, we were able to visit a steel drum, or "pan" factory. It was housed in a warehouse-type building that divulged nothing of its interior from the outside.

The owner and our host, a Rasta named Antonio, greeted us. He explained the history of the pan, the different types, and how they are made.

Steel drums, we learned, are not technically "drums". "Drum" in this case refers to the steel drum containers from which the musical instruments are made. Musically, the instruments fall into the idiophone (percussion) family of instruments and are correctly called "pans".

Steel pans originated in Trinidad, where hand drums were once used for communication among neighborhood gangs. To try and curb the violence, the government outlawed hand drums. The gangs turned to bamboo sticks, which they pounded on the ground in rhythmic "signatures". The sticks were called Bamboo Tamboo (Tamboo, from the French *tambeau* or drum). Machetes were often hidden inside, so gang violence continued and soon the bamboo bands were also outlawed. Deprived of their traditional instruments, the Trinidadians used any objects they could find, including empty oil barrels from the Navy bases on island. They used these instruments to play the same distinctive rhythms and formed what were called Iron Bands. Musical competitions, which took place at Carnival, eventually replaced the street fights.

In the late 1930s, someone noticed that a dented section of a barrel head produced a tone. Experimentation began to tune pans. And so the newest instrument in the world came into being. Even the synthesizer was invented before the steel drum, in 1912.

A pan-maker apprentices for up to ten years before he is able to make a quality pan. The process consists of three phases. First the bottom is pounded into a bowl shape in a process called "sinking" the drum. Various hammers or a large, heavy steel ball that resembles a shot-put are used to "bend" the pan. The top is pounded until it is stretched to a particular depth, different for each type of drum. The deeper the bend, the higher the tones produced. Great care must be taken to stretch the metal evenly without tearing it or deforming the rim. Sinking the pan can take up to five hours of hammering!

The early method of making pans was described as the "ping pong" method, wherein dents were pounded into the drum in a more random manner than modern-day pans. Today the "spider web" method is used, whereby intersecting lines radiate from the center, with one or two concentric circles to give the appearance of a spider web. The larger the dent or oval, the lower the tone.

Next, the steel must be tempered to increase the resilience and strength of the metal. Many pan-makers take their drums to the beach and build a fire there. The factory we visited had a fire in the building. After firing and heating, the drum is plunged into cold water.

Now comes tuning. A template is used to mark the placement of each note. Then the notes are "ponged" up from beneath with various sized hammers, making them stand out like bubbles. So that the notes do not run into each other and produce discordance, they are separated by grooves, etched in by carefully tapping on an inverted nail around each note. It has to be exact or the note will not ring true and the drum will be spoiled.

At this point, the "skirt," the side of the barrel, is cut. The length of the skirt affects the highness or lowness of the pitch.

Now the pan is ready to be put in tune with others. In the early days, there was no uniformity and drums were seldom in tune with each other. Later, an Englishman invented a tuner, which Antonio called a strobe, to tune them so they could be played together. Each note is carefully hammered from the top, stretching and smoothing the note area so that it vibrates precisely. Each individual note must be tuned in relation to the other notes or the pan will not "sing" correctly. When the tuning is completed, the pan is said to be "blended."



Above: Antonio explains the 'spider web' method of making a steel pan

Inset: The larger the dent or oval, the lower the tone

To clean any oil or other residue from the drums, they are charred over a hot fire. To keep them from rusting, the drums are plated with chrome or painted with enamel. The chrome bath detunes the drum slightly, so it must be retuned after the chroming.

The entire process from start to finish may take up to a week. This makes it understandable why a finished pan may cost upwards of $750.

Pans are produced to copy the tones made by the instruments of an orchestra. There exist at least four types of bass drums, each with three or more notes. Then there are several tenor drums, with up to 36 notes. There are also guitar drums, cello drums, and soprano drums. A steel pan band has several of each type and may include more than a hundred drums. Often one person plays several instruments at once.

Pan bands come in all sizes from as small as three instruments to large "orchestras." Some of the larger bands are transported on an open-air, double-decker bus.

We have listened to a number of steel drum bands during our island ramblings. Calypso is the most popular musical style, but bands also play anything from classical to pop music. "Silent Night" doesn't sound quite so solemn when played on pans.

1839 Slave Revolt on Schooner Amistad:

Replica Visits Barbados



by Norman Faria

IN June 1839, two Cuban plantation owners were transporting their 53 newly bought slaves from Havana to another port 100 miles to the east on a small coastal schooner when the slaves revolted, seized the vessel and ended up shipwrecked on the shores of the eastern United States.

Had the survivors come ashore and merged with the people, living and dying obscurely, little would be known about this significant and courageous rebellion except perhaps as footnotes to better-known accounts of slave uprisings such as those in Haiti (led by Toussaint L'Overture), the US (Nat Turner, the Louisiana Revolt, and the Black Seminole rebellion, for example), Barbados (Bussa) and Guyana (Coffy). There were also several documented "mutinies" on slave ships on the Atlantic crossing.

The Amistad Uprising (so described because of the name of the schooner) is now, and justifiably so, one of the most extensively written about and remembered rebellions of this type owing to the subsequent court cases and the involvement of the slavery abolitionists. The US movie director Steven Spielberg made a film about it in 1997.

A replica of the famous ship, named *Freedom Schooner Amistad*, was launched in 2000 from the famous Mystic Seaport yard in the state of Connecticut in the US. The ship recently visited Barbados and I was greatly honoured to tour it.

I learned that the surviving Africans (some had died of thirst and exposure when the vessel drifted or sailed aimlessly for weeks) and ship's crew (the captain and cook were killed in the incident and two sailors escaped) were brought ashore by armed US personnel at New London, Connecticut. They were put on trial for murder and piracy. The testimony against them came from the ungrateful and lucky slave owners, by the name of Ruiz and Montez, who had been on board and whose lives the slaves had spared.

In a series of highly publicized trials, which involved the then US President (Martin Van Buren) and a former head of state (John Quincy Adams), District Judge Andrew Judson set the slaves free. His ruling was opposed by Van Buren, who felt his support among slave owners in the southern US would be compromised. The Spanish government also wanted the ship and "goods" returned to her colony, Cuba. Though one would question the US judicial system of that era, in terms of its limitations when dealing with issues involving people of colour, Judge Judson realized that the Spanish government's signing of an 1820 international treaty prohibiting slave trading between Spanish territories made the 1839 kidnapping and enslavement of the Africans illegal. The slaves were from western Africa (the majority were of the Mende community from what is present-day Nigeria). The slave owners tried unsuccessfully to use forged papers to win their case: they had given the slaves Spanish names to make it look like they had been in Cuba long before the treaty was signed. The main leader of the revolt, a Mende man named Sengbe Pieh was, for example, renamed Joseph Cinque.

One reason the trial's verdict went in the rebels' favour was that abolitionists mobilized public opinion. The three persons (who happened to be white) heading the coordinating Amistad Committee included the editor of the "Emancipator", the official organ of the American Anti-Slavery Society. Sections of the public, in the northern states at least, also appeared to admire Pieh's fight for a just cause and his own personal leadership qualities. By this time, several nationally publicized slave revolts had also taken place.

A problem for the "defence" team at the trials was to find someone to translate the English testimony and documents into the Mende language. How was this achieved? Chris Roche, a British volunteer aboard the *Amistad* replica, told me: "A professor of theology at Yale, J.W. Gibbs, an abolitionist sympathizer, managed to learn to count to ten in the Mende language. He then went around the New York docks repeating the words to sailors. Eventually he met up with man named James Covey, a seaman on a British warship named the *Buzzard*, who asked him why he was speaking his language. So Covey was enlisted as an interpreter."

In 1841, the 35 African survivors of the *Amistad* rebellion, along with some missionaries, returned to Africa on the barque *Gentleman*. Landing in Sierra Leone, some of them dispersed to their ancestral lands. Pieh himself died there and was buried among the missionaries.

According to an account written by Sierra Leone historian Arthur Abraham and published in a US State Department information website to which I am indebted for some of the information in this article, the actual *Amistad* schooner had been auctioned off by US marshals in 1840. It then operated as a trading schooner, renamed the *Ion*, in Caribbean waters under a new US owner/captain until sold to a French owner in Guadeloupe in 1844, after which nothing is known about it. No plans were known to exist of it and the replica was based on drawings of it and on other traditional Baltimore-type schooners. The original was 120 feet long overall but the replica is slightly longer with higher freeboard. The construction of the present *Amistad* was funded mainly by the state of Connecticut.



In Barbados, the Second Mate on the Amistad, *Elaine Eno (left), points out a feature of the mast hoops on the mainmast to the author (middle) and Guyanese-Barbadian photographer Rasheed Boodhoo*

Among those in Barbados on the occasion of the *Amistad*'s visit was Bill Pinkney, the first African-American to single-handedly circumnavigate the world in a small cruising boat. In a lecture in the auditorium of the Barbados Workers' Union, Pinkney said the idea of a replica vessel had been around for some time. In 1976, a sailing vessel named *La Amistad* was chartered from Cuba to participate in the Tall Ships Parade to commemorate the bicentennial year of the United States.

For more information visit www.amistadamerica.org.







MAY 2008

♈ **ARIES (21 Mar - 20 Apr)**
Loose lips sink ships. Be careful what you say during a business meeting in the third week; you may regret what you agree to.

♉ **TAURUS (21 Apr - 21 May)**
You will be feeling very social, creative and loving this month. Enjoy these fair skies and calm seas.

♊ **GEMINI (22 May - 21 Jun)**
Romance will sail into your harbor on the 10th, bringing fun and love with it. Use these positive aspects to assist with creative projects aboard.

CANCER ♋ (22 Jun - 23 Jul)
This will be a good month for completing marine business projects started last month. Be ready for short-notice charters or delivery trips, and have the galley stocked to be able to leave quickly.

♌ **LEO (24 Jul - 23 Aug)**
Sails will be backed and you'll have to slog through misunderstandings and rough seas in your creative life.

♍ **VIRGO (24 Aug - 23 Sep)**
You're going to feel the decks awash in your love life and creativity around the 10th. Be patient and seas will calm down by next month.

♎ **LIBRA (24 Sep - 23 Oct)**
This should be a month of fun and romance for you. Throw a party on the beach or just have a dinner with friends in the cockpit. Relax and enjoy the warmth around you.

♏ **SCORPIO (24 Oct - 22 Nov)**
Business will pick up by month's end and bring some pleasant surprises with it. Don't let rough weather in your creativity and social life interfere with these good aspects.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Love may be on the rocks this May with your creative inspiration not far behind. Just keep a firm hand on the helm and your mind on your course and you'll sail off easily.

♑ **CAPRICORN (22 Dec - 20 Jan)**
While business is in irons your creativity and communications are having clear sailing ahead. Make the most of it.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Hey, sailor… You'll be feeling full of fun and positive vibes, and this will be a very attractive aspect for romance.

♓ **PISCES (20 Feb - 20 Mar)**
You'll feel full of drive in your business life. Although romance may be losing the wind, your career is under full sail.

Crossword Solution

ACROSS
1) PELICAN
3) GULL
6) MAW
7) PUFFIN
8) BLUE
10) FOOTED
11) BIRD
12) FULMAR
15) TERN
17) PLOVER
19) MALL
22) HEN
23) TROPIC
24) STORMY
26) ERNE
27) SWALLOW
30) LAY
31) EAGLE
32) WAKE

DOWN
1) PEAK
2) COULTER
3) GANNET
4) ISLAND
7) BEAKS
9) ALBATROSS
12) FRIGATE
13) MEW
14) GOOSEANDER
16) NELLY
18) CHICKEN
20) AIR
21) BOOBY
25) OWL
26) EGGS
28) AUK
29) OFF

End of the Line

Island Poets

Descended the bus
Just at dusk,
End of the line,
The road stops here
At Maxi's Bar,
Where ryd'ms
Emanate,
Pulsate,
Into the cool night air.
Catch my breath
Listening to Bob,
Words still true,
As dominoes clack
And dice smack,
Garifuna mostly,
Sponyamon few.
After a break,
Head off,
Destination's ahead,
Way down the beach
Beneath
Leaning, rustling
Coconut palms.
Past the house
Named "Aquamour"
And along the track
Called
"Ole Burygrounds Street".
Then on
Barefoot,
Under the stars,
Breaking surf
A constant murmur.
Cross the creek,
Wading waist deep,
Tide's at peak.
Boats pulled up,
Shadows,
In the dark,
Punta Mona
Ahead in the gloom.
Colon was here
Long years ago,
Now it's quiet
At the end of the line.
Night sounds,
And then,
Monkey's howl
A rising crescendo.

— Nicholas Lee

MEET ME AT THE HERON

Odd, you write, how one of these hotels
stood in every one of the colonies
like the one in Kingstown, St. Vincent, on
the second-floor overlooking harbor
and market, with balconied rooms around a courtyard
interior alive with tree frogs, ferns,
and a view over rooftops of the volcano.

It was a gateway for us, sailors who'd taken
to the telescopic convenience of jets
that did not fly to the Grenadines, a place
below Government House where lesser officials,
Thermos salesmen, and Peace Corps people met.
It smelled of disinfectant, bacon, and flour,
and on the top stair sprawled a dog whose bark,
depending on your scent, welcomed or scared you.
A phone was ringing at the front desk where
a sign, not so faded, read: SOMERSET MAUGHAM
SLEPT HERE. Mrs. Mac minded the switchboard
wired to no phone in any room. Did it matter?
In a windy downpour, which was not infrequent,
the rain on the tin roof drummed, as it will,

and in the beds beneath the drumming … The beds
were lumpy, the hallways narrow, the food meager,
but the rum punches and mosquito netting
did the job, and the price was always right.
The common room was cool and breezy, a place
in which to catch your breath after shopping,
waiting for the schooner. That backpack jammed
with rum and frozen chicken melting is *mine*!

It was the embodiment of empire
at empire's end, and now it lies in ruins,
the pine boards eaten by termites and hot sun,
the cement (made with beach sand and salt water)
in the first-floor stonework crumbling,
the family who owned it out of history's luck.
It has been sold, reportedly, to a black
Muslim, and on its site will rise McDonald's,
that phoenix of American Imperialism, serving
travelers. God Save the Golden Arches!

— Richard Dey

parlumps marooned



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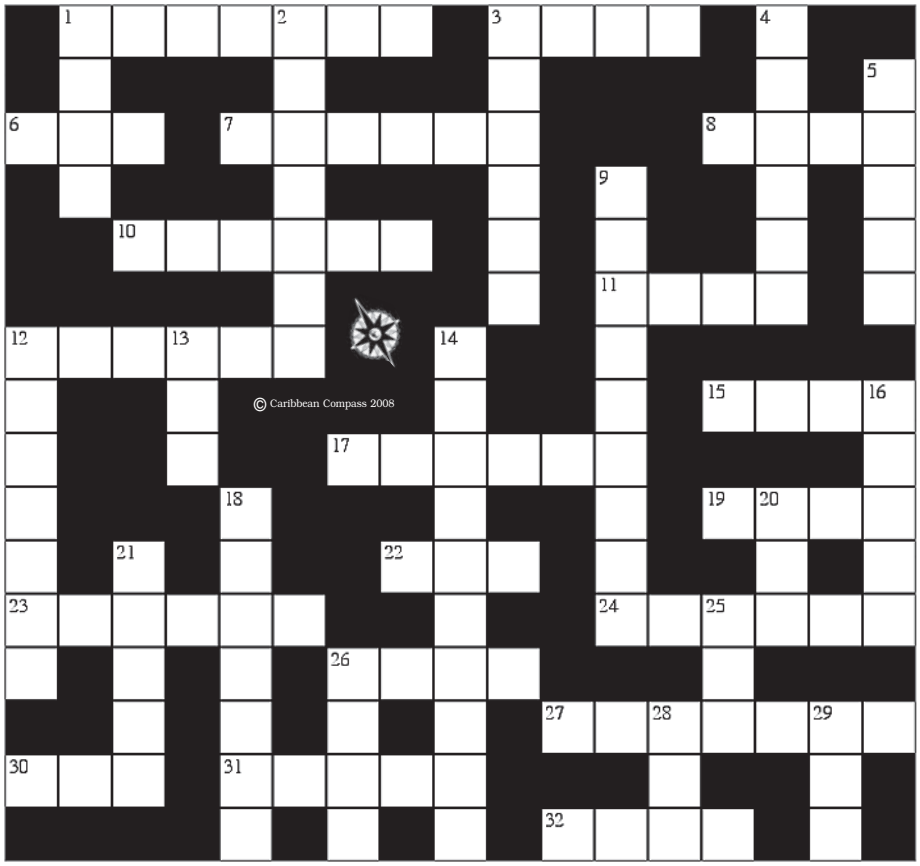


BELA toon



" I only said that I always pay my bills after leaving the country..."

Compass Cruising Crossword



SEA BIRDS

ACROSS

1) Pouch-mouthed fish eater
3) Smaller Black Capped ____
6) The crop of a 11 Across
7) Small sea 11 Across with large bill
8) Color of some boobies' feet
10) Pink-_____ Shearwater
11) The 8 Across 10 Across 21 Down is one of these
12) Web-footed cousin to a petrel
15) Sea swallow
17) Similar to sand piper
19) Sea gull
22 Female 18 Down
23) White 11 Across with a long, split tail: _____ 11 Across
24) _____ petrel
26) Sea eagle
27) Tern
30) Produce an egg
31) *Iolaire* means sea ____
32) Cliff-nesting gull: kitti___

DOWN

1) 26 Across's favorite resting place
2) Another name for 7 Across
3) Sea goose
4) Seabirds will often nest on this
5) Bills
9) Samuel Taylor Coleridge's famous 11 Across
12) Large sea 11 Across that bullies others for their catch
13) *Larus canus*: ___ gull
14) Merganser, sea fowl resembling a duck
16) 11 Across that follows ships around Cape of Good Hope
18) Mother Carey's 11 Across
20) What 9 Down spends most of its life in
21) Its feet turn 8 Across during mating season
25) Arctic bird: snowy ___
26) Baby 11 Acrosses come in these
28) Extinct sea bird with short wings
29) Take to the 20 Down: take ___

Crossword Solution on page 38

FAMOUS BOATS

Word Search Puzzle by Pauline Dolinski

Have fun searching for these famous boats on paper rather than on the water. Some are obvious to all, but others are from history, sailing lore, or Hollywood. How many do you recognize?

P	I	N	T	A	A	I	R	A	M	A	T	N	A	S
E	E	I	A	I	M	B	E	B	A	C	I	A	T	E
Z	E	A	N	O	T	E	W	R	O	G	E	M	Y	A
E	N	D	R	A	P	A	R	O	F	U	G	H	Y	W
H	N	E	I	L	N	G	N	I	N	A	N	C	H	I
C	O	D	Y	D	E	L	L	I	C	K	S	T	O	T
T	O	M	E	N	T	E	Y	S	C	A	P	U	Y	C
A	R	R	M	A	Y	F	L	O	W	E	R	D	R	H
N	E	L	D	O	V	E	F	E	R	A	A	G	O	A
R	N	P	E	Q	U	O	D	E	L	M	Y	N	T	N
C	U	T	T	Y	S	A	R	K	M	I	M	I	C	A
G	O	L	D	E	N	H	I	N	D	S	J	Y	I	T
H	E	N	I	T	N	E	L	A	V	T	U	L	V	N
S	M	O	N	I	T	O	R	Y	E	A	S	F	I	A
G	I	P	S	Y	M	O	T	H	U	D	R	E	M	S



AMERICA
AMISTAD
BEAGLE
BOUNTY
CUTTY SARK
DOVE
ENDEAVOR
FLYING DUTCHMAN
GIPSY MOTH
GOLDEN HIND
MAYFLOWER
MIMI
MONITOR
NATCHEZ
NINA
PEARL
PEQUOD
PINTA
SANTA MARIA
SANTANA
SEA WITCH
SPRAY
TITANIC
VALENTINE
VICTORY
WANDERER
YANKEE

Word Search Puzzle solution on page 55

Trevor and Ernie Get Swept Away

by Lee Kessell

At home in mountainous St. Lucia, that pretty island famous for its sky-piercing volcano cores, the Pitons, Trevor's school had broken up for the Easter holidays, a full week before Good Friday. Trevor's parents had stopped arguing with Trevor about wanting to go to his cousin Ernie's home in Barbados every time holidays came around, and as his Uncle Solly and long-suffering Aunt Josephina said that they were happy to have Trevor, they bit the bullet and paid the fare. Little did they know that Aunt Josephina only put up with Trevor because she was a good Christian woman. You see, every time Trevor stayed at their little weatherboard cottage on top of the ridge high above Sweet Bottom and looking out over the wild Atlantic coast, Trevor and Ernie got into trouble. What would it be this time, she wondered.

Well, Trevor arrived on the very Thursday that a surge warning had gone out to all the islands, saying that a low-pressure weather system had formed out in the Atlantic near Puerto Rico, and that the islands would suffer extra-high swells that would cause havoc on shore with the waves peaking at 18 feet.

"Wow!" said Trevor when he heard this. "We'll have a grandstand view up here in your house, Ernie!"

Ernie was excited by the news too and by evening the boys could hear the roar of the waves breaking on the cliffs all the way from the lighthouse in the south to the lighthouse in the north. They couldn't wait for the morning to see what the waves looked like, but like all children their eyes soon closed when they went to bed and they remained fast asleep until the sun began to rise, tinting the stormy clouds with orange and pink. Trevor and Ernie weren't at all interested in this dramatic sunrise; they simply sprang out of bed to have a look at the waves. Yes, the waves were rushing into shore in quite an angry fashion, but nothing worse than Ernie had already seen.

"Just wait," warned Uncle Solly. "Already the fishermen and boaters have been warned to haul their boats ashore, because what with a full moon and high tides, this surge is going to get very bad."

And very bad it got. Yes, it wasn't long before the sea was just a wide towering wall of churning white. The boys fidgeted all morning because they wanted to see what was happening down by the fishing boats, so after lunch, Uncle Solly, who had grown tired of their pestering, said: "All right, you can walk down the old rail track to the fishing bay, but make sure you stand well back."

The boys promised they wouldn't go anywhere near the waves and off they ran all the way down the spooky overgrown rail bed to the bay. Most of the fishermen, now that they had a holiday and their boats were safe, were sitting at benches under the shade of big seagrape trees, drinking rum and playing cards. Trevor and Ernie hurried past without anyone seeing them and crept to the edge of the sands where the waves were surging back and forth. Ernie was scared being so close, but daredevil Trevor stood his ground. As often happens, there was a brief lull in the waves and taking advantage of this Trevor ran down to the water's edge. Taking off his flip-flops, he waded into the water. Ernie, not wanting his cousin to think him a chicken, waded in after him. Suddenly, a huge wave reared up and Trevor and Ernie began scrambling for the safety of the higher reaches of the sand but it was no use, the wave was a lot faster than either of them. Before they could scream for help (not that anyone would hear them), the white, fuming monster fell upon them and swept them away.

Trevor and Ernie were rolled about in sand and water and dragged out to sea and Trevor thought he had really done it this time. His struggles only made matters worse and he was on the brink of having used up all the air in his lungs, when the next wave picked him up and threw him back on the sand, way up beyond the smaller waves that followed. Trevor lay still for a moment, trying to get his breath back and when he managed to sit up his first thought was for Ernie. He jumped to his feet in a panic of fear and only a few yards away he saw his cousin, face down and unmoving. Trevor ran and breathing hard, flopped down beside Ernie. Quickly he turned him over and shook him but Ernie looked like a dead porpoise.

"Ernie, Ernie!" sobbed Trevor, tears mingling with the saltwater still running down his face, at the same time thumping Ernie hard on his chest and then lifting his shoulders and shaking him again. "Come on Ernie, you can't die, you can't!"

It wasn't long before the sea was just a wide towering wall of churning white

But Ernie flopped in Trevor's arms and his eyes stayed closed. In despair, Trevor gave Ernie a really ferocious shake and all at once, Ernie spewed out a gallon (so it seemed to Trevor) of seawater and his eyes fluttered open. Trevor hugged his cousin hard and laughed and cried at the same time. It took a few deep breaths for Ernie to stay alive but slowly his eyes lost their glazed, dead-fish look and he gazed at Trevor as if he were a stranger. Behind them the sea waves roared on and then Ernie realized where he was and what had happened.

"I drowned, didn't I?" he gasped.

"Oh Ernie, I thought you were dead, dead, dead, but we beat them all!"

Ernie wondered whom they had beaten, but he wanted to go home and didn't ask. But before they could do that they had to get clean. Trevor helped Ernie up and they limped to the freshwater tap outside the fish depot and cleaned themselves all over, rinsing off their clothes and putting them back on.

"What are we going to tell my ma and pa?" Ernie wailed.

"We can't tell them the truth, that's for sure. We'll just say that we got so salty from the spray that we rinsed ourselves off."

"What about our flip-flops?" Whimpered Ernie.

"We won't say anything about them and hope that no one notices. If they do, we'll say that we left them around somewhere."

That had to do and it wasn't really a lie, so swearing on their blood brotherhood oath that they would never tell another living soul what they had done, Trevor and Ernie walked back along the spooky cavernous train bed as slowly as any two boys with a combined guilty conscience could, without actually crawling.

THE END

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DOLLY'S DEEP SECRETS

by Elaine Ollivierre

We have looked at the long voyages of leatherback turtles, which are being studied by scientists taking part in the Census of Marine Life. What other findings have been made during the Census so far?

One exciting report was the discovery of two new kinds of crustaceans. **What are they?**

The larger of the two is very large, averaging around four kilograms (nine pounds) in weight. A fishing vessel caught some giant lobster specimens while working in the Indian Ocean, off the island of Madagascar. Researchers at the University of Cape Town, South Africa, investigated these lobsters and found that they were a new kind of spiny lobster, similar to those we have in the Caribbean but much bigger than the average found here.

These newly discovered lobsters were found to be very old, probably between 30 and 50 years old. So maybe they are large because of their age. Unfortunately, now that they have been discovered, other fishing vessels will be able to find them and catch them.

It's unlikely that anyone will be able to fish for the other new species of crustacean. It's so different from anything seen before that it has been given a whole new scientific family name, **Kiwaida.** Kiwa is the goddess of crustaceans (or, possibly, the god of the ocean) in Polynesian mythology and Polynesia is where the new animal was found, over 2,000 metres (7,540 feet) down in the Pacific Ocean, south of Easter Island. The species has been given the name *Kiwa hirsuta.* 'Hirsuta' means 'hairy' and refers to what looks like silky fur all over the animal's pincers. Scientists have nicknamed it the **Yeti Crab**. It is white, blind and about 15 centimetres (six inches) long and it lives around hydrothermal vents on the ocean floor. Toxic gases are emitted from these vents but the Yeti Crab seems to be able to tolerate them.

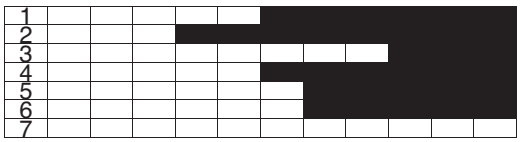
Scientists aren't sure what the pincer hairs (called **setae**) are used for. They have found that the hairs contain lots of bacteria. Some scientists think that the Yeti Crab uses the bacteria for food although others reported that it is definitely carnivorous as they saw one eating a piece of shrimp! Some scientists think the bacteria may counteract the toxins from the hydrothermal vents so that the Yeti Crab can safely live there.

How many more species are yet to be discovered? Thousands, probably, so there's a lot of work still to be done.

WORD PUZZLE

Write the answers in the spaces provided, using words from the text above. The initial letters form a topical word!

1. Not small
2. Not young
3. Single-celled organisms
4. Soft to the touch
5. Poisons
6. Spring church festival
7. Scientists



Answers on Page 55

ELAINE OLLIVIERRE 2008 ©

SHARK BAIT!



by Tina Dreffin

"I wouldn't go in there, if I were you," warned the dock-master at the Virgin Islands marina gas dock. My husband, Peter, and I were poised to tie up our dinghy, needing gas for our jerry cans. Dressed in wetsuits, we'd planned a free-diving expedition to look for conch on the outer reef. *Scud*, our St. Francis 44 catamaran, was anchored just outside the bay. Before clambering out of our dinghy, I stared down with interest at the nine nurse sharks resting in the shallows below. They weren't really going anywhere, just hanging out.

"What are they waiting for?" I asked the friendly West Indian.

"De food, mon, when the divers come in to clean de fish. Dey go bananas!" he added.

Jerry cans can wait. This could be fun, I thought to myself. After grabbing my mask and snorkel, I slipped an underwater pocket camera into my neoprene shirt sleeve, then, throwing caution to the wind, slid quietly into still waters clear as gin.

"Stay close," I asked Peter, who sat patiently by the dinghy outboard, rolling his eyes. He was used to my crazy ways.



Mainly nocturnal, a nurse shark lazes the day away. The author (above) has decided 'no more nighttime skinny dipping' — and no more shark barbecues, either

In eight feet of water, I gazed down in amazement as eight brown nurse sharks (*ginglymostoma cirratum*) fingered the sand with large pectoral fins, as if they were walking along the ocean floor. As I swam in close to a particularly comatose seven-footer, its head turned to eye me warily. I eased into reverse gear, giving it more respect, and more space. Nice puppy, I cooed in my head. Taking refuge in the shadow of the drifting dinghy, I allowed the current to take me over two other nurse sharks. They were busy feeding on small marine invertebrates: crabs, sea urchins, or snails hidden in the sand. Fortunately for me, human flesh is not included in their diet, a small comfort to stupid American tourists, like *moi*.

Out of my peripheral vision, I caught sight of a juvenile male torpedoing my way, much closer to the surface than the others. Alarmed, I sped over to the dinghy that had drifted away; the curious shark was close behind. Once I grasped the dinghy handle, I gave a fierce kick, and launched myself onto the wet floor.

"Having fun, dear?" Peter said, a wide grin spreading across his face. (I love it when he teases me.)

"Not to worry," I replied coolly, with more confidence than I felt.

Nurse sharks, often known as sand tigers, are sluggish in daylight hours, becoming more active at night when they congregate in larger numbers to feed. They won't attack unless provoked, but they can be dangerous. Nurse sharks have been recorded as having attacked only 23 people during the last four centuries. Out of 42 different species of shark, they come eighth in line in the number of attacks worldwide, behind the hammerhead (31), bull shark (69), tiger shark (104), and great white (311). Who's counting, when it's me in the water?

But I know that the nurse shark knows that I'm there. Acute eyesight enables a shark to locate me at night in murky waters. It can sniff me out one-quarter of a mile away with powerful sensors. I was only a few feet away! Sharks are sensitive to movement, and can detect weak electrical charges through pores in their skin, enabling them to hunt buried prey at night.

No more nighttime skinny-dipping for me, even if it is beside the boat during a full moon, calypso music across still waters, coconut palms swaying….

I have compassion for all sharks. Snorkeling in their habitat has brought me great pleasure, though not all would feel the same. Ill-informed fishermen kill sharks intentionally, believing the predator lessens their catch; thousands die in their fishing nets each year. Humans hunt sharks for sport, food (shark-fin soup is prized in Southeast Asia) and medicine: shark liver oil is a source of vitamin A, the cartilage is extracted for cancer cures, and skins are tanned for shoes, handbags, and belts. Little regard is given for the health of shark populations. According to NOAA Fisheries, over 100 million sharks are killed each year needlessly.

Shark survival is further threatened by low productivity of their young pups: they eat each other before birth, in-utero (intrauterine cannibalism!), thus making it harder for the shark population to rebound from near extinction. These combined factors have made the nurse shark listed as Endangered by IUCN, the non-governmental World Conservation Union.

And the horrifying shark attacks listed above? More people die from lightning strikes and water-related activities each year. Unfortunately, shark attacks are sensationalized by the media, shaping erroneous public opinion. In most cases, shark bites are in error. The shark realizes their victim is not a marine mammal, and the person is released without further injury; repeated attacks are rare.

As scavengers of the sea, sharks play a primary ecological role by preying on weak and dead fish. As apex predators, by controlling the population size of many lower-level species, they further contribute to the stability of marine ecosystems and maintain biodiversity in the food web of the vast sea.

Next time a cruiser invites me to partake in a shark feast on the beach, I think I'll pass, offering my tofu-nori California rolls instead.



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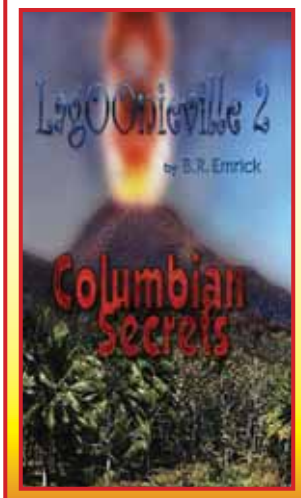
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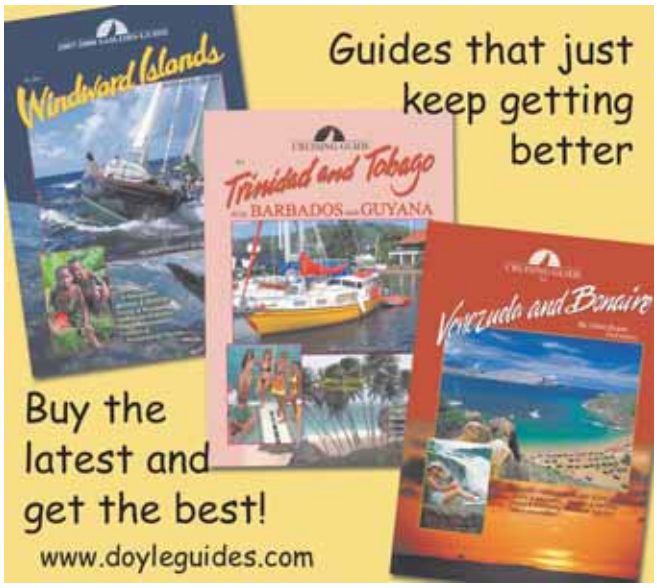
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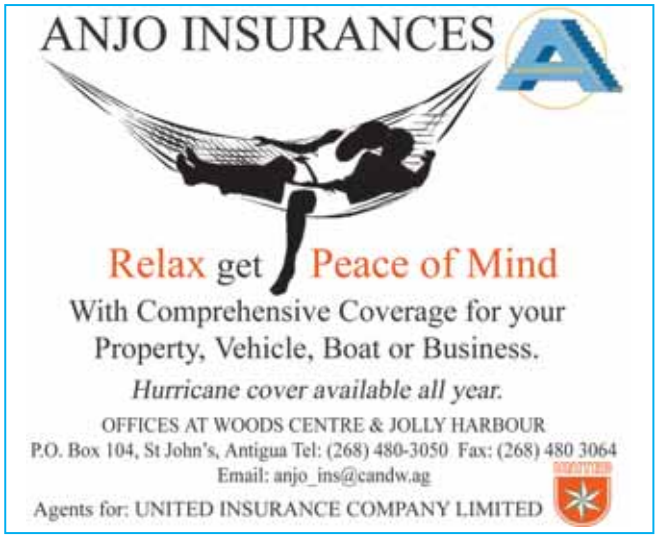
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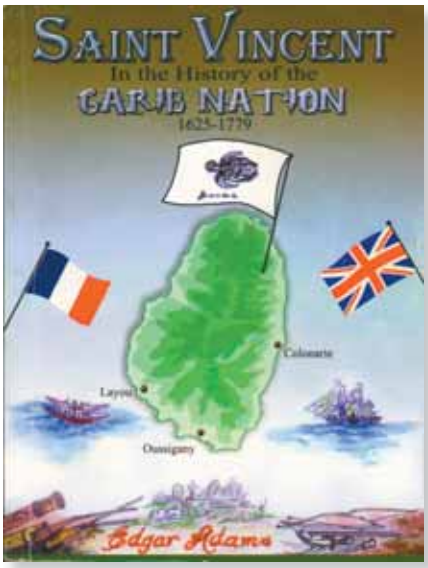


BOOK REVIEW BY BOB BERLINGHOF

A DIFFERENT PERSPECTIVE

St. Vincent in the History of the Carib Nation 1625-1779, *by Edgar Adams. Published in St. Vincent, © 2007. ISBN 978-976-95004-8-8.*

This book is "Dedicated to the memory of the Carib Nation of the Lesser Antilles, 1200-1797." It is the first history book I have read which describes and documents the events leading to the near extinction of the Caribs in St. Vincent *from an indigenous point of view*. I would be remiss as a book reviewer, however, for not pointing out the obvious: the date on the cover is written wrongly — "1779" should read "1797."



The Caribs that Mr. Adams describes were only fairly recent to the Windward and some Leeward Islands at the time of Columbus, having displaced the more peaceful Arawak people some time in the preceding 300 years. Columbus' initial voyage came into contact with the Arawak-descended Taino Indians, who were enslaved and exterminated by disease in only two or three generations. In contrast, the Callinagos, who were renamed "Caribs", were far more hostile to Europeans from the outset. Their nation extended from St. Kitts to Grenada and they had their own language, culture, customs, and beliefs. One by one the Caribs were massacred on each island until they were allowed only on Dominica and St. Vincent in any numbers. These were declared "neutral" islands in 1657 by the colonial powers, but this did not prohibit them from attempting to place settlements there.

The French and British vied to colonize St. Vincent, and in general the French were less hated by the Caribs, some of whom adopted that language. After several slave ships sank on the coasts of Bequia and St. Vincent, a sizeable number of African survivors adopted the Carib culture and their offspring were known as Black Caribs. Their numbers became large enough by 1700 that the colonial powers negotiated a treaty to partition St. Vincent; the western side was designated for the Yellow Caribs and the east for the Black. It was also reaffirmed that the island remain "neutral", but both the French and the British reneged on this agreement by soon making settlements of their own in the south and pushing the two Carib tribes ever farther north. After the Treaty of Paris (1763) the island was officially ceded to the British, only to be recaptured briefly by the French (1779) and ceded once more to the British by the Treaty of Versailles (1783). The first Carib uprising in 1772 ended in a military stalemate six months later, and the Caribs were forced to swear allegiance to the King of England and sign a treaty they poorly understood.

The French were willing to provide the Caribs with arms to overthrow their oppressors, but it was the Caribs' great misfortune that the British prevailed in the end. Following the second and last Carib war on St. Vincent, over 5,000 Caribs were herded onto ships and "relocated" to Roatan ("Rattan"), an island off the Central American coast, in 1797. The vast majority of these were Black Caribs; fewer than half survived the journey. The staging ground for this horrendous chapter of British history was the tiny Grenadine island of Balliceaux, where the Caribs suffered and died while waiting for transport. The survivors are known as Garifuna, and they have persevered to this day in Honduras, Belize, and Nicaragua.

The Caribs who remained on St. Vincent lived in the north of the island, where many perished after the eruption of the Soufriere volcano in 1902. The only indigenous "pure" Carib settlement exists on Dominica today, though there are still many people on St. Vincent having Carib blood, high cheekbones, and straight hair, with family names such as Baptiste dating from their initial alliance with the French.

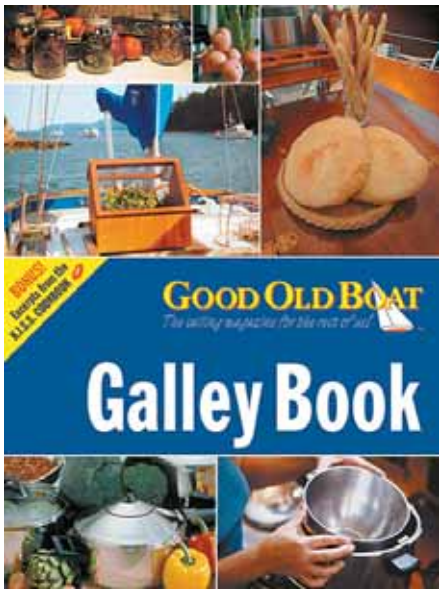
Mr. Adams' story largely ends with the destruction of the St. Vincent Carib Nation, but he should be given great credit for the new information he brings to light in the form of the marvelous appendices at the end of each chapter. He has had many primary-source French documents translated, which gave this reader a fuller understanding of the battles, treaties, and lives of the Caribs than could be gleaned by the British accounts I had previously encountered. Some of these are quite lengthy and detailed, but the information provided made the journey worthwhile. As I noted before, the author sides with those whose history has previously been written by their colonizers, which sets this book apart from any other about this era.

As this book was self-published, there are a few criticisms, which I hope are rectified in a later edition. Mainly, the 18th century maps must be copied on higher-quality, glossy paper so that the names are legible; the other illustrations would also benefit greatly from better reproduction. Besides the obvious mistake concerning the cover date, the author states twice that the American War of Independence started in 1778 instead of 1775. But these small slip-ups did not detract from the pleasure of reading this unique history of the Carib Nation.

Available at Adams Bookstore on the cruise ship wharf in Kingstown, St. Vincent, or from the author at yasada@vincysurf.com.

Be it ever so humble, there's no place like your boat's galley. Since the magazine *Good Old Boat* was founded ten years ago, the editors have recognized that it takes skill and a sense of humor to produce meals in a cooking space smaller than most shoreside bathrooms. Many of the galleys in the early fiberglass boats lacked amenities such as ovens, adequate stowage space for food and utensils, and coolers that stayed cool for the duration of a weekend cruise.

No Oven? No Refrigeration? No Ice? No Problem!



No oven? No refrigeration? No ice? No problem! From the outset, *Good Old Boat* began running articles about life without a cooler, baking bread on a stovetop, and pressure cooking. These articles and many more have been collected into a useful volume on a lightweight CD, known as the *Good Old Boat Galley Book*. The volume is further enhanced by a bonus collection of tips, tricks, and recipes from Corinne Kanter's ever-popular *KISS Cookbook*.

Additional topics covered by articles in PDF format on the CD are: drying foods, canning meat, what to do when the salad is gone, harvesting the bounty of the sea (fish and shellfish), making your own yogurt, growing sprouts, how to raise herbs aboard, preserving cheeses on extended voyages, simple bread recipes for small ovens, one-pot meals, solar cooking, conserving water, provisioning, storing and preserving the food you catch or collect, stove fuel alternatives, and the bare necessities if your mini-galley is in an even smaller trailerable boat!

If you are a cruiser or soon will be, many of the subjects covered and recipes contained in the *Good Old Boat Galley Book* will be highly useful.... even if your boat's galley is a well-equipped and modern miracle. This collection of articles also emphasizes the coping skills important for circumnavigators and long-distance cruisers.

It's US$19.95 and available from *Good Old Boat*: www.goodoldboat.com/books_&_gear/collections.php.



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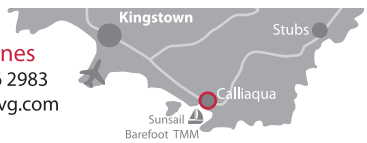
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Ahoy, *Compass* Readers! When in Dominica, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):



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- **Dominica Marine Center**
- Castaway Hotel (temporarily closed)

PORTSMOUTH AREA:
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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!

May 2008

DATE	TIME	
1	0822	
2	0909	
3	0958	
4	1052	
5	1149	(new)
6	1252	
7	1358	
8	1504	
9	1607	
10	1704	
11	1756	
12	1844	
13	1928	
14	2010	
15	2051	
16	2132	
17	2215	
18	2300	
19	2347	
20	0000	(full)
21	0037	
22	0128	
23	0219	
24	0309	
25	0358	
26	0445	
27	0531	
28	0615	
29	0700	
30	0747	
31	0836	

June 2008

DATE	TIME	
1	0931	
2	1030	
3	1135	
4	1242	
5	1349	(new)
6	1451	
7	1547	
8	1638	
9	1724	
10	1808	
11	1849	
12	1931	
13	2013	
14	2058	
15	2144	
16	2233	
17	2323	
18	0000	(full)
19	0015	
20	0106	
21	0156	
22	0243	
23	0329	
24	0413	
25	0457	
26	0541	
27	0628	
28	0719	
29	0814	
30	0914	

Fighting Evil Keweevil

An embarrassing commentary on my sloppy housekeeping

by Chris Doyle

At various times I have had boats invaded by cockroaches, ants, and rats, but nothing quite prepared me for the *Week of the Weevils*.

It all started when Ben, a friend of mine who came sailing for the first time, lightheartedly complained that he had not had the pleasure of tapping weevils out of his hard tack. Like many new to sailing, he imagined boat life would be true to a Patrick O'Brian novel.

A while later, I noticed a couple of weevils on the cabin sole.

Ben left and my partner Ginny arrived, and while this happened, the weevils multiplied. We started seeing many dozens of them on the cabin sole, on bulkheads, and inside lockers.

It has to be said that weevils are not the most obnoxious of guests — they don't sting, there are no vampire weevils, and unlike cockroaches, they do not scurry or wait till dark to creep out. They mainly walk sedately or just stand quietly looking bemused.

We started off squishing them, but neither of us particularly liked the little crunch, and there were too many to give each one so much individual attention. With the aid of dustpan and brush and mini-vacuum they were easy to remove from the surfaces. Then we offered them a major life decision: swim ashore or drown.

But however many we removed, within a few hours there would be more. All my basic provisions, such as flour and rice, are in sealed containers.

We checked them — no weevils. We emptied a locker or two where the density seemed worst — nothing.



It was like they were spontaneously generating from nowhere. Strangely enough, scientific thought before Darwin hypothesized that frogs could arise spontaneously from mud, and Linnaeus himself thought that in winter swallows somehow disappeared into the reeds beside rivers to emerge in spring.

But to even think this way today is sheer folly and leads on the sure path to madness wherein you start babbling about intelligent design like members of the Discovery Institute, and start calling your biologist friends "Darwinists", a sure qualification to get you voted onto a school board in Florida, Kansas or Texas.

No, there had to be a better way. Luckily at this point the weevils had not eaten, carried away or taken up residence in the computer, so we cornered a sample weevil and Googled him. Maybe it would be a boll weevil. At least then I could imagine myself in a Woody Guthrie song.

They were not boll weevils, but they looked very like rice weevils. They could have also been wheat weevils, or damn near any other kind of grain-eating weevil — telling the difference between members of this sub-group of weevil species is not for the amateur.

But here was the interesting thing we learned: weevils typically use one unit of their preferred food to produce each young. They lay many eggs, but only one, say, per rice grain. The larva eats up the inside of the grain and makes a hole in the husk, metamorphoses to an adult weevil and emerges in search of sex, rock 'n roll and more rice.

Now if they were indeed not spontaneously generating, this would mean that we had to have quite a big stash of something from which they were emerging — we had taken hundreds of them for their first swimming lesson.

Ginny had determined the largest concentration was in the workshop; it was a hotspot, there were even a bunch in the tiny bilge among the transducers. "I think," said Ginny, "it is something you brought back on your bike."

My bike sits on the cabin sole in a big nylon bag close to the worst concentration of weevils. This seemed to me unlikely; I mean a few grains of rice stuck in the treads yes, but hundreds, hardly. Also, just in case she was right, I had sprayed a quick dose of Baygon in the bag a couple of days before. It made no difference. Still, in the interest of science we pulled the bike out into the cockpit and opened the bag; it was weevil-free.

By luck, I pulled an old mug out the dim recesses of a locker and found a few dead weevils inside. This was a locker we had looked in before, but not really cleaned — now was the time. Out came dozens of little sealed containers until all that was left was an untidy stack of bowls way in the back. There between the nested bowls was a plastic bag of split peas.

The bag was crawling, each split pea had a hole, and the plastic bag had hundreds of holes. Interestingly, the weevils dispersed fast, so the locker itself was not crawling that badly.

When in search of boll weevils, next time we will check the bowls first.

POMMERAC

A fruit common to the Southern Caribbean but rare to Europe and North America is the pommerac. Trinidadians and Guyanese especially love this fruit. The juicy, shiny red (sometimes pink) pommerac fruit has one large seed and is usually oval or slightly pear-shaped with the taste and texture of a sweet apple mixed with a Bartlett pear.

Also named the Malay apple, it is native to Malaysia and was dispersed by prehistoric sailors throughout Southeast Asia and the Pacific islands. Early missionaries recorded that the Hawaiian Islands had only bananas, coconuts and pommeracs when they arrived. It was the Portuguese who transported the pommerac to Africa. Captain Bligh, better known for bringing breadfruit to the Caribbean, delivered three varieties of pommerac trees to Jamaica in 1793.

Throughout the world the pommerac (derived from "pomme du lac" meaning "milk apple" when translated from Trinidadian-French Patois) has various names; such as rose apple, mountain apple, water apple, plumrose, cashu di Surinam, and, unfortunately, it is also misnamed the Otaheite apple (which is better suited to the pommecythere). Pommerac is a member of the same family as the spice, cloves. Pommerac blossoms are a beautiful pink and look something like a bottlebrush. New blossoms are wine-red at first, changing to shocking pink. They have only a very slight aroma.

Pommerac (*Syzygium malaccense*) is rich is iron, calcium and phosphorus. Although usually eaten raw — out of hand or sliced into a fruit salad for example — Guyanese stew them with cloves for a dessert. They can be jellied, pickled, or prepared as a spicy chow when they are immature. Puerto Ricans make a delicious wine from this fruit. Indonesians use the pommerac flowers in salads or preserved in sugar syrup. They consume young leaves and shoots, before turning green, with rice or cooked as a vegetable.

Pommerac has many medicinal uses. An extract of the bark is used as an astringent to fight infections. The bark is pounded into a mix with sea salt, filtered through coconut husks and poured into deep wounds. The root is used to soothe itches, and is also effective against dysentery and as a diuretic. Brazilians have used pommerac as a remedy for diabetes and constipation. The juice of crushed leaves can be used as a skin treatment and can be steeped into baths.

Unripe, green pommeracs are peeled, sliced, and dipped in chili powder and salt as a type of chow. The green fruit is also cooked in chutneys and also adds a slightly sour taste to soups, sauces and stews. Young leaves are used to steam a pleasant flavor into fish or rice. Ripe pommeracs are cooked into curries, jams, drinks, wine and desserts.



Pommerac Chow
6 ripe pommeracs, peeled
1 clove garlic, minced
1/2 hot pepper, seeded and minced
1/2 Tablespoon brown sugar
1 Tablespoon salt
1 Tablespoon apple cider vinegar
Remove seeds from the pommeracs and slice pieces half an inch thick. Place slices in a large non-metallic bowl and add remaining ingredients. Stir so slices are covered. Let sit for at least ten minutes before enjoying.

Stewed Pommerac
6 firm pommeracs (not over-ripe)
1/2 Cup brown sugar
1 Cup water
1 Tablespoon Angostura bitters
1 Tablespoon cinnamon
4 cloves
pinch of salt
Peel and slice pommeracs, removing the seed. In an uncovered saucepan boil the sugar and the water for ten minutes before adding fruit slices. Simmer until fruit is soft, but do not cook to mush. Stir in cinnamon, cloves and bitters.

Serve as a dessert — nice with vanilla ice cream.



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Dear *Compass*,

Your correspondent Don Street has written such drivel in his "What's on My Mind: A Look at Marine Pollution" [*Caribbean Compass*, February 2008] that I am stimulated to respond.

Toilet effluent and pollution: He assumes that toilet effluent is a serious polluter and it is not. When toilet flush is immediately deposited in salt water the breakdown is rapid. When it is retained with fresh water in a holding tank for long periods it develops into something far more threatening.

Simpson Bay Lagoon: Mr. Street assumes that the flushing effect by tides is worse when the openings to the sea are smaller. This is not true. The smaller openings cause a higher current speed and therefore more effective flushing. In the case of the Simpson Bay lagoon, there are parts that are very effectively flushed through the small but high-current openings and there are parts where the flushing action is much less, but it is not true that the Simpson Bay lagoon has a particularly serious pollution problem. Where it is a problem this is where land-sourced pollutants go into the lagoon in those parts where the flushing action is the least, being the Cole Bay corner and the Marigot corner.

In the case of the mega-yachts, these all have treatment facilities so their contribution is relatively small.

I have not seen Mr. Street in the Simpson Bay lagoon for a very long time and I am there every day.

Robbie Ferron
St. Maarten

Dear *Compass*,

This is in response to Chris Doyle's recipe for Crusty Boat Bread in the February issue of *Compass*, and Sue Simon's response to it in the March issue's Readers' Forum.

Yes, it is possible to enjoy delicious homemade bread on-board without an oven, and without making a mess! But you will need two special pieces of equipment, which most boats already have: a pressure cooker and a non-stick wok. And if you don't own these implements, you should! You will find dozens of other delicious uses for both.

Here is the dough recipe we use, though this method will work with any bread dough:

250g plain flour
250g multigrain flour
1/2 sachet (5.5g) dry yeast
200ml fresh water and 100ml of salt water (or 300ml of fresh water with one half teaspoon of salt)
1 Tablespoon cornmeal

To make no-mess bread dough, put the flour and dry yeast into the wok and mix with a wooden spoon so as not to damage the non-stick surface. Let stand for five minutes before adding the water and salt. Mix ingredients then knead the dough, still in the wok, for a total of ten minutes' mixing and kneading. You can dust your hands with some plain flour for kneading over the wok, so that any spills will be absorbed by the dough. No mess! Cover with a tea towel and let rise, 60 to 90 minutes. Punch the dough down and knead again for ten minutes. The dough should not stick to the wok or your hands, leaving a clean galley.

To bake bread on the stovetop you need a pressure-cooker, preferably a heavy aluminium one with straight sides (which allows you to turn the loaf out easily). Follow your favourite bread-dough recipe, or use the one we have provided. Prepare the pressure cooker by greasing the bottom half with margarine or butter, add the cornmeal and shake it around to get an even coating.

After your dough has risen and you have kneaded it for the second time, place the dough in the pressure cooker. Cover with the tea towel again and allow to rise, 60 to 90 minutes. Remove the tea towel, tighten the lid and, WITHOUT THE WEIGHT (to allow the steam to escape), cook on very low heat for 45 to 60 minutes. The bread is cooked when the top is dry, or a quarter-sized damp spot in the middle remains; you may need to adjust the cooking time to suit your equipment. The bread will be white and soft on top, with golden-brown crust on the bottom and sides. Turn the bread out (a shake may help loosen a loaf that has stuck to the sides; grease a little higher next time), allow to cool, and enjoy!

The boat stays cool and the galley stays clean. This is also a low-carbon recipe, using very low heat instead of a pre-heated, high-heat oven!

We find bread made this way will still make great toast up to five days later, even if stored out of the fridge.

Craig Lovett and Sylvie Honnay
Liaison

Dear *Compass*,

After reading your request in the April issue of *Compass* for the gentleman who sent you a recipe for Oven-Free Bread to contact you as his name was lost, may I offer my recipe for Oven-Free Bread that uses very little gas (as was commented on by Sue Simons aboard *S/V Lorensu*)?

This bread is easy to make and cook. An extra advantage is that you don't need an oven: you cook it on the stovetop, which uses very little gas.

1 Tablespoon dried yeast
1 Tablespoon sugar
4 Cups white bread flour
1 1/2 Cups of sea water (read Notes below)

Dissolve the yeast and sugar in the sea water, then thoroughly mix the flour in.

Put the mixture into a well-greased, thick-bottomed pot and cover with a well-fitting lid. (I have found that a deep pot about 200 millimeters/8 inches in diameter works best)

Let stand in a warm place for about two hours or until double in size.

Cook on a low flame for 30 minutes, gently turn the bread over and cook for another 30 minutes.

Best if eaten while still hot.

Notes:

You can substitute the sea water with 1 1/2 cups of drinking water with 2 teaspoons of table salt mixed in.

You can also use 1 cup of drinking water and 1/2 cup of milk (fresh or sour), also with 2 teaspoons of table salt mixed in.

You can add a tablespoon of cooking oil to change the texture a little.

You can also experiment with different types of flour. You can use multigrain, whole wheat, etcetera, but the cooking times will have to be increased.

If the lid of your pot is not a good fit, cover the pot with a piece of aluminium foil first (shiny side facing the bread), and then put the lid of the pot back on.

You can also add 1/4 cup of sliced or halved olives to make a great olive bread.

My favorite is to add 1/8 cup of olives, 1/8 cup of sun-dried tomatoes cut into smallish pieces, and a level tablespoon of crushed garlic. (The addition of garlic, even just a little, makes the bread last longer.)

Bon appétit!

Kind regards,
Errol (don't lose my name) Lishman
S/V Zephyr

Hello, Yachties,

It's me again, after a long break. You know, the one who takes the rise out of the pathetic ones. You know the ones I mean: those whose faithful friends have brought them thousands of miles. Then what happens? Their faithful friend develops a fault — and they abandon it.

This is in response to the "Info & Updates" item in the April issue about the poor sailors who abandoned their boat in mid-Atlantic because the chainplates were coming loose and they feared a possible dismasting. The boat then drifted intact to the Caribbean.

"O my god," they say. "What shall I do?" Well, it is obvious even to the fools who cross the Atlantic these days. Jump in the liferaft and scream, "Heeeeeeeeeee eeeeeeeeeeeeeeeelp! I can't fix it." Didn't Daddy ever tell these people that you step up into a life raft, not down into it? Reference the Fastnet tragedy: more people died in liferafts than on the damaged yachts. I sincerely hope the insurance companies hammer these pathetic characters. Mind you, doesn't it give these so-called mariners a bit of kudos when they relate the upgraded story in the local yacht club?

It's like the crews you see in the Caribbean these days on the so-called superyachts. Courtesy? They don't know the first thing about it, screaming through the anchorage at 25 knots, looking at themselves to see how they are doing.

Anyway back to the wannabes. Why don't they carry a bit of knowledge and tools of the sea? I have come across people who have arrived in Antigua from Europe who do not know even the basics of their own boats, let alone having enough knowledge to help anyone else. I spent years acquiring an engineering ticket in 40,000-horsepower engine rooms and I still do not know it all — I still learn. Although I have always been an advocate of "free sea and sail", I think that the fools who are now setting out across the oceans should not be allowed to step off the shore till they have some knowledge of what they are embarking on.

I am as always,
Mike East, *S/Y Nostromo*

—Continued on next page

—Continued from previous page

Dear *Compass*,

I read the item in April's *Compass* ("Business Briefs" department) on generator noise with great interest. Having looked at the full report I see that the gen set I use was not tested, probably not *yet* classed as being built by a prominent builder. Anyhow, I reckon I have the quietest generator on any boat anywhere in the world! It is a Whispergen and provides me with all the power and hot water we could ever wish for. It has NO internal combustion. No "squeeze BANG push" and consumes 0.6 litres of diesel per hour. I'd be happy to show my fit and let you (try to) hear it running!

I have no deal with the company, am just a very, very satisfied customer. I think Roger at Maintech on St. Maarten is the local agent and I have told him that I will happily show my generator to anyone interested. I believe that it is now competitively priced.

Steve Hunt
Maggy May

Dear *Compass*,

Our dinghy was stolen recently in front of Rodney Bay, St. Lucia. It was locked but the stainless-steel chain was cut. We went at midnight to the police station in Gros Islet and made a report to Mr. Hippolyte.

This nice policeman brought our dinghy back two days later in good condition. (A fisherman found it?)

We think it is necessary to say that if you are the victim of theft, first and immediately go to the police station. Then be patient: you have a little time to wait so that the police can do their work.

We are happy that all is okay and the police in Gros Islet (especially Mr. Hippolyte) were very friendly, kindly and helpful.

Maria Schukle and Michael Sumper
Shalimardue

Open letter to the Bequia Sailing Club,

Arriving back in Antigua after a boisterous sail from Bequia, it's time to reflect on the wonderful time we enjoyed in Bequia before during and after the Easter Regatta.

I would like to take this opportunity to thank all those who put in so much effort to make the regatta such a success, particularly Noel Mawer and his sister Nicola Redway, Wilfred Dederer and the many helpers who were working towards the regatta weeks before the event and thereafter, and not forgetting thanks to James Benoit (Commodore of Grenada Yacht Club) for coming up from Grenada to assist with the yacht races.

The racing was excellent, with varying courses, each day different, each day exciting. Prizes were copious; even we on *Samadhi* came home with something to be proud of.

There are many who have, with just cause, been attending this regatta for years, coming from Antigua, St. Lucia, Barbados, Carriacou and Trinidad, plus a great French contingent and the added enthusiasm of the J/24 fleet, some sailing from St. Lucia and farther afield in boisterous conditions. All contribute to make this a great event.

The "two bow" or double-ender local boat racing, organized by Bequia Sailing Club Commodore Orbin Ollivierre, was spectacular as ever. These open boats are, to our yachtsmen's eyes, grossly over-rigged and extreme — but they are sailed with consummate skill. Some are a hundred years old; their origin is to be seen in old engravings illustrating *Moby-Dick*. Such enthusiasm, competitiveness and yet friendliness amongst the competitors, local guys, many of whom make their living out of the sea.

Putting on an event such as this does not happen overnight; it involves days spent in preparation, hours spent on the committee boat and working out results, and then presenting prizes, all done as a generosity to the sailing community. Thank you all so much. We will be back.

Frank Pearce, Vice Commodore Antigua Yacht Club
Yacht Samadhi

Dear *Compass*,

In post-war Europe the Marshall Plan resulted in the economic miracle of Germany recovering from WWII devastation to become an economic powerhouse. It seems that the Dutch side of St. Maarten is trying to copy the Marshall Plan even though the French did not ask for it, nor seem to need it.

On visits to St. Maarten – St. Martin in January of 2008 and again in March, Marigot Bay (French side) was filled with boats. Simpson Bay (Dutch side), on the other hand, was almost deserted. In the lagoon, on the Dutch side — which is normally crowded with boats — huge areas were totally empty. Just past the airport runway, i.e. on the French side, boats were anchored in numbers we've never seen before in the five years that we have been in and out of St. Martin. The same was true of Marigot Bay — lots of boats, compared to very few in Simpson Bay.

The reason for the change became obvious very quickly: a huge increase in the fees for staying on the Dutch side of St. Maarten is now in effect. For example, a 46-foot boat now pays US$40 for a one-week stay — whether in the lagoon, or out in the bay. If you go through the bridge, the same size boat gets to pay another US$30. A one-week stay in the lagoon for a 46-foot boat is therefore US$70. Each additional week, or partial week would cost this size boat another US$40. A complete fee schedule is available on the internet, although it was not accurate when I looked at it. The fee schedule is also posted in the office at Customs/Immigration at the bridge. This is a doubling of the fees and in some cases, depending on the size of the boat, even more in the case of the bridge fee.

Many of us stop in St. Maarten – St. Martin to have boat work done, often resulting in a several-week stay. The costs add up in a hurry, and this is only for anchoring.

The same 46-foot boat clearing in on the French side pays US$8 total, whether for a week or four weeks.

The idea of having to pay for anchoring out in the bay has always been a contentious issue for cruisers ever since the Lagoon Authority implemented the fees. This latest increase has caused even more outrage among cruisers and has been the talk of the morning net and the various watering holes that line the lagoon.

Needless to say, cruisers are voting with their wallets and are staying away from the Dutch side in droves — restaurants and bars have noticed a drop-off in business. (Yes, I talked to a number of business owners and also a mega-yacht skipper who was also unhappy, but obviously less so, since this money is not coming out of his pocket directly).

The results have been very predictable: boats are anchoring on the French side of the island and the lagoon, leaving the Dutch side almost empty with the exception of the mega-yachts using the yacht clubs/marinas.

I don't know the driving force behind the increases, nor whether anyone is working to have these fees rescinded. It is doubtful that these fees put more money into government coffers since many cruisers are moving to the French side or staying away. They certainly hurt restaurants and bars since boats/cruisers are now on the French side. And, yes, many businesses there are still offering the one-to-one exchange for the dollar to the Euro.

One can only conclude that the Dutch authorities are trying to discourage cruisers, for whatever reason.

Ah yes, pass the croissant and *vive la France*!

Here is an abbreviated Dutch-side fee schedule in US$ (the full schedule is available at www.smmta.com):

BRIDGE FEES:	
9 to 12 meters	$10
12 to 15 meters	$30
15 to 18 meters	$60
ANCHORING FEE:	
8 to 13 meters	$20
13 to 18 meters	$40
18 to 23 meters	$60
CUSTOMS CLEARANCE	$2
HARBOR CLEARANCE	$5

Eric Dehmel
S/V Psyche

Dear *Compass*,

Yachts are no longer welcome in St. Maarten. At least that's the message being broadcast from the south half of the 'Friendly Island'.

Simpson Bay Lagoon Authority Corp. (SLAC) doubled their 'harbor' fees January 1, 2008. If you wish to anchor in the Dutch side of the Lagoon, or outside in Simpson Bay, a fee of US$20 is imposed for our 43-foot boat for a week or less.

Checking into the Dutch side can be painful. You must process through both Immigrations and SLAC, each with their own window, each with only one clerk. In any other Caribbean country, if I walked in and saw seven people in line I would go do some errands and come back later. But with only one person ahead, I get in line. Only in St. Maarten is it common to stand in line for an hour because the one person in front of you happens to be an agent who may be processing as many seven boats. Why isn't there another process for agents?

At the Immigration window you can wait in line for a couple cruisers, plus an agent from the Anguilla ferry who is carrying 18 passports from 12 different countries, including three countries on some kind of global 'watch list'. After 30 or 40 minutes, when finally it is your turn at the window, you have the privilege of asking the Immigration Officer for the appropriate form so you can go fill out three pages of documents, then get back in the same line and wait again to complete your business. Why isn't there a different process for ferries and why aren't forms available in the lobby?

On January 1, 2008, SLAC also began to impose fees to transit the bridge for vessels less than 90 feet (which were previously exempt), US$30 in our case. We had anchored outside in Simpson Bay for several weeks until we needed fuel and water. We could have gone in the morning's first bridge to a marina in the Lagoon, tanked up and come back out the second bridge, re-anchoring in the same spot in Simpson Bay. But a fee of US$30 made this plan unacceptable, so we cleared out and took our business to the French side.

—Continued on next page



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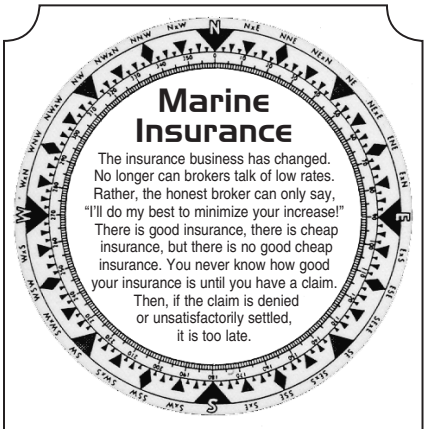
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43' FP Belize '00, 4 cab/2 hd	290K	41' Morgan Classic CC '87, 2 cab/2hd	95K
41' Lagoon 410 '01, 4 cab/4 hd	279K	41' Beneteau Oceanis 413 '03, 3 cab	114K
40' Fount. Pajot Lavezzi '03, 3 cab/2 hd	295K	40' Hinkley bermuda '70, 2 cab/1 hd	115K
SAIL:		40' Dufour 40 '05, Sloop, 3 cab/1 hd	229K
55' Tayana '88, Cutter CC, 3 cab/2 hd	369K	40' J Boat J/120 '97, 2 cab/1 hd	195K
47' CT 47 '81, Ketch, CC, 2 cab/2 hd	75K	40' Bayfield '84 Ketch, 2 cab/1 hd	99K
47' Beneteau Oceanis 473 '03, 3 cab	150K	40' Jeanneau Sun Ody. '99	109K
46' C Rhodes Custom Ketch '84, 2 cab	209K	39' Tollycraft Fast Passage '83, Cutter	120K
46' Hunter 460 '01, 4 cab/2 hd	249K	38' Bavaria Ocean '98 CC, 2 cab	159K
45' Dufour Classic '99, 2 cab/2 hd	149K	38' Morgan 38CC '98, 2 cab/1 hd	99K
45' Wauquiez M545, 90, 3 cab/2 hd	169K	37' Beneteau Idylle '87, 2 cab	55K
44' CSY '79, CC 2 cab/2 hd	82K	36' Beneteau 361 '83, 2 cab/1 hd	75K
44' Kelly Peterson '79, Cutter CC, 2 cab	119K	36' Gulfstar '83, 2 cab/1 hd	72K
44' CSY Walkover '79 2 cab/2 hd	249K	36'52 11.0A '85, 1 cab/1 qrt berth/1 hd	39K
44' Beneteau 44CC, '94, 2 cab/2 hd	165K	36' Moody CC '97, 2 cab/1 hd, 2 avail.	129K
43' Mason '82, 2 cab/1 hd	139K	POWER	
43' Hunter Marine 430 '97, 2 cab/2 hd	130K	58' Hatteras Yachtfish '77, 3 cab/3 hd	367K
43' C&C Ketch '82 CC, 2 cab/2 hd	189K	56' Horizon Motor Yacht '01 4cab/3hd	595K
43' Jean. Sun Ody. DS, 3/4 cab, 3 avail.	90K	48' Sunseeker Manhattan '97, 3 cab	379K
43' Dufour Gibsea '01 3 cab/2 hd	165K	42' Hi-Star Trawler '88, 2cab/2hd	199K
42' Beneteau 423 '07, 2 cab/2 hd	125K	36' Heritage East 36 '01, 2 avail.	159K
42' Hallberg Rassy '84, Ketch CC, 2 cab	259K	35' Maxum SCR 3500 '01 2cab/1hd	129K
42' Hunter '03 deck salon 2cab/2 hd	229K		

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—*Continued from previous page*

Additionally, around the first of the year the St. Maarten Coast Guard began to patrol the Dutch anchorages, boarding yachts and inspecting ship papers to be sure you have paid your SLAC fees. While this is certainly within their rights, they seem determined to harass cruisers. They don't bother the large tenders of the mega-yachts, the local vendors or the marina tenders speeding around. They don't mess with the local fishermen or water taxis that put out so much wake that you have to eat your lunch off the galley floor. But cruisers have been stopped and fined US$250 for failure to carry a light in a dinghy during daylight hours. During the day?!?

Two guys were stopped because their dinghy was not traveling in a straight line through the anchorage. They were told, in the opinion of the St. Maarten Coast Guard the operator must be drunk, a violation which carries a fine of US$250, and is payable in cash, on the spot. When the operator replied he did not have $250 cash in his possession, they instead fined the passenger. Apparently in St. Maarten, it is illegal to ride in a dinghy with an operator who cannot drive a straight line through an anchorage full of yachts, moorings, chop and wake.

If these actions were performed in the interest of safety and security, all speeders would be treated equally and they would stop the marina tenders and fishing boats with permanent lights to be sure they work during the day.

But cruisers are not alone in feeling discouraged from visiting Dutch St. Maarten. The mega-yachts are also discouraged by the high fees, the new Immigration laws limiting their crewmembers, and the limited access through the drawbridge. The St. Maarten Marine Trades Association (SMMTA) lobbied on behalf of the large boats for night-time bridge openings that would limit the impact on auto traffic, a balance that needs to be maintained. Though the Dutch government has approved this concept, the SLAC refuses to implement the idea. It should be clearly understood that the SLAC is a corporation, sub-contracted to the Dutch government — the tail is wagging the dog.

According to the SLAC, to move a yacht from Simpson Bay or the Lagoon to Phillipsburg, one must check out of Simpson harbor. Of course to move from the Dutch side to the French side one must check out of the harbor and the country. Both of these regulations involve fees. Because they cannot possibly process more than 50 boats a day, the Heineken Regatta President had to ask about the requirements for their 268 race boats, which sail from Simpson to Phillipsburg and on to French Marigot. The local newspaper reported SLAC's response as: "The rules are quite clear and must be followed. We are not interested in promoting yachting in St. Maarten." With that kind of attitude it seems that St. Maarten can kiss their Heiney goodbye!

Perhaps politics can explain all this irrational behavior. St. Maarten is currently attempting to get a divorce from the Netherlands. Apparently, before independence The Hague has asked them to show better control of Immigration issues and demonstrate fiscal stability. But could St. Maarten become a sovereign nation with a smaller share of the multi-million dollar marine industry?

St. Maarten used to be the yachting capital of the Caribbean, but the current course leads only to disaster.

Sadly submitted,
Tom Henkens

We passed Eric and Tom's letters on to the St. Maarten Marine Trades Association for comment, which follows.
CC

Dear *Compass*,

Thank you for the opportunity to respond to the letters of Tom Henkens and Eric Dehmel on the fees for yachts of Dutch St. Maarten and other issues.

In general, the St. Maarten Marine Trades Association is fully in agreement with the points brought up by the writers and is working hard at trying to amend the present fee structure. Allow me to make some points on the issues relating to the charges of Dutch St. Maarten:

• In spite of the existence of extensive "good government" procedures that would normally require the private sector, in this case the yachting industry, to be consulted prior to this huge increase in tariffs which could threaten the US$90 million industry in Dutch St. Maarten, there was no such consultation and in December 2007 the Island Council changed the relevant ordinance and instituted it one month later.

• Some years ago, the management of the lagoon and the bridge was put in the hands of an organization called SLAC (Simpson Bay Lagoon Authority Corporation) with the stated statutory goal of developing the area and the yachting industry. The management of this organization was put in the hands of a Mr. Russell Voges who stands out in respect of his unwillingness to co-operate with and support the yachting industry.

• Just over a week ago (this was written April 25th) the St. Maarten Marine Trades submitted a proposal for revised rates to the Executive Council of the Island Council, which proposed a set of rates that should be a great deal more palatable to yachtsmen. If these are accepted then the rates will go down, although the issues of long waiting lines will still remain to a large degree. The proposals include the change of rates for outside-the-bridge anchoring, which quite obviously should be different from being inside the lagoon. We are pleased to note that leading government figures have expressed their acceptance of a change in rates and we hope that an announcement could be made this summer for a change in the rates.

It is useful to know the origin of this rate problem for yachtsmen. The Simpson Bay Bridge was rebuilt some years ago and still needs to be paid for and will require a major refit in the near future. These costs have to be borne by the island and the tariffs were introduced apparently to cover these costs, but the St. Maarten Marine Trades Association is not familiar with the financial position of the SLAC .

It is also useful for yachtsmen to know that the rates that are published on the website of the Lagoon Authority are those of 2007 and are therefore grossly incorrect. This inability of the Lagoon Authority to update their site is in line with their inefficiency at the payment kiosks and the non-cooperative manner of their managing director, Mr. Russell Voges.

The letter writers also refer to other issues:

Coast Guard fines: The issue of the dinghy operator accused of drunk driving has been passed on to the authorities by us. We continue to work with the Coast Guard in trying to get a better understanding by their patrol boats, which are manned by employees of the Kingdom Coastguard, to better understand the issues relating to yachts.

We would like to thank the letter writers for expressing their concern. We can only agree with most of what is written and promise that we will continue making every effort to avoid the demise of Dutch St. Maarten as a yachting destination for all sizes of yachts.

We encourage those persons who are unwilling to pay the Dutch rates to visit via the French side of the island at a clearing cost of only US$8. Bring us a croissant if you have the chance.

Robbie Ferron
Member of the Board for Government Relations
St. Maarten Marine Trades Association

Dear *Compass*,

Cruisers frequently complain about the quality of the mail service in the islands ("snail mail" as it is now called) but I ask you to consider this true example.

—*Continued on next page*

—Continued from previous page

Aunt Pat has never failed to send me a birthday card and now that she is 85 years old, that is quite a feat. The last one arrived in a timely fashion and it was addressed:

Mrs. Teri Gunther
Peeks, Trinidad
c/o Boat "Free"

How many states or countries could match that service?

Teri Rothbauer
S/Y Free

Editor's note; We've received more letters than we have room for this month. See next month's Readers' Forum for more correspondence.

Dear* Compass *Readers,

We want to hear from YOU! Please include your name, boat name or address, and a way we can contact you (preferably by e-mail) 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 from print at your request.

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

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Letter of the Month

Dear *Compass* Readers,

There is bad news and good news in Venezuela.

Venezuela took a couple of bad hits recently as far as cruiser crime is concerned. Both occurred in the eastern offshore islands.

The first armed attack on a yacht ever documented in Islas Los Testigos occurred on January 26th, 2008. One of the victims was shot and rushed to Isla Margarita for emergency treatment. The bad guys got away.

Also in January, the sixth armed yacht robbery to our knowledge in Porlamar, Isla Margarita, since 2003 had the American-flagged *Nomad* as victim. With a shotgun and pistols in their faces the boat's two-person crew was robbed. A local businessman heard the emergency call on VHF and telephoned the police. The police never showed up. The bad guys got away.

Detailed reports of these two incidents are posted on the website www.noonsite.com/Members/doina/R2008-03-20-2.

It is not all bad news in Venezuela, however. The Venezuelan government has simplified and centralized the bureaucracy for visiting cruisers. It is no longer necessary for private yachts to use so-called agents to clear in or out.



JACK FOARD

In Porlamar, the INEA office (Port Captain) is conveniently located in front of the Guardia Nacional station. This office has been expanded to include both Immigration and Customs. The officials now buy the required stamps for you at the local banks so that it is no longer necessary for you to do that yourself. It is now quick, one-stop shopping with no need to go elsewhere.

Señor José Casal is the current Immigration official on duty there and he speaks good English. Señor Manuel Guerra, the Customs official, also speaks good English. The Port Captain, Señor Arquemedes Bolivar and his secretary both speak enough English to get the job done. If they spoke no English at all there would still be no problem as they have done the paperwork hundreds and hundreds of times and know just what to do. The bottom line is that language is not a problem getting your paperwork done. The paperwork is professionally done, all on computer. Everyone is friendly, efficient and could not be more helpful.

There has just been an increase in the price of the required stamps. The stamp prices are linked to the rate of inflation. These are the new service rates:

INTERNATIONAL CHECK IN:
Immigration: No Charge
Customs: 69 BsF *
Port Captain: 139 BsF
INTERNATIONAL CHECK OUT:
Immigration: No Charge
Customs: 69 BsF
Port Captain: 1 BsF

As indicated in Ms. Gabriele Drucker's January 2008 letter in *Compass* there is still some disagreement on the need to do national check-ins and national check-outs. In any case, the good news is that there is no charge for either at the Porlamar INEA office.

There is more good news. Jackie's Restaurant, the longtime base of so many cruisers visiting Porlamar, is again open for lunch, dinner and the ever-popular Happy Hour. Under new management, it has the new name Sunset Bar & Grill. The restaurant has been expanded and renovated and given a new expanded menu. The food is good and plentiful and supported by good service.

Another feature of the restaurant is free WiFi. If you are anchored close enough and have a good antenna, you can even get it on your boat. Depending on your location and your antenna there are a number of other free WiFi services that you can access from your boat at anchor in Porlamar.

Porlamar is one of our favourite stops. Regrettably, there is the risk of being boarded and robbed. However, with the proper precautions, it is possible to visit Porlamar unscathed, as most do every year. Forewarned is forearmed!

Kris and Sandra Hartford
S/V Nomotos

** BsF stands for "bolivar fuerte", the new currency of Venezuela since January 1, 2008. As the highest rate of inflation in the Western Hemisphere drove prices in Venezuela into the hundreds of thousands, millions or billions of bolivars, the decimal point was simply moved three places to the left. The official fixed exchange rate is now 2.15 to the US dollar (compared to last year's official rate of 2,150 per dollar) but the black market rate will be significantly higher.*

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MONOHULL

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Sun Kiss 45 1985	Martinique	85 000 €

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Robertson and Caine 3800 2000	Martinique	159 000 €
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MONOHULLS

YEAR	TYPE		PRICE
1992	29'	Dix Caribbea Sloop (REDUCED!!!!)	US $18,000.00
1999	30'	Henderson 30 (Racing Yacht)	US $60,000.00
1978	34'	Steel Sloop:ROB	US $45,000.00
1986	36'	Lavranos Tosca	SOLD!!!
1989	36'	Reinke Super 10 Steel Sloop	US $45,000.00
1977	36'	Roberts (Home built)	US $40,000.00
1977	37'	Gin Fizz (Reduced for quick sale!!)	€ 30,800.00
1987	38'	Warrior 38 (Price reduced for quick sale!!)	US $97,500.00
1968	39'	Checy Lee Off Shore 40	US $95,000.00
1978	40'	Atlantic 40	US $70,000.00
1986	40'	Ta Shing Tashiba (Excellent condition!!)	US $229,500.00
1986	42'	Endeavour (Price reduced)	US $98,000.00
1999	43'	Wauquiez Pilot Saloon	€ 247,500.00
1985	43'	Gitana	US $115,000.00
1999	44'	Finngulf (Reduced!!)	US $180,000.00
1988	44'	Hylas	US $250,000.00
1992	45'	Fortuna	US $150,000.00
1991	50'	Celestial Pilothouse	US $268,000.00
1987	51'	Beneteau Idylle 15.5	US $160,000.00
1986	51'	Beneteau	US $225,000.00
1988	52'	Grand Soleil	SOLD!!!
1995	53'	Super Maramu (Reduced!!)	US $329,000.00
1982	53'	Hatteras Luxury Cruiser	US $254,000.00
1994	55'	Oyster 55	£ 379,000.00
1998	55'	Zerft Motor Sailer	US $82,100.00
1973	56'	Visch Motor Yacht	US $150,000.00**

MULTI-HULLS

YEAR	TYPE		PRICE
1993	36.5'	Dean Catamaran (Reduced for quick sale)	US $99,500.00
2002	37'	Fountaine Pajot	US $325,000.00
1998	39'	Catana Catamaran	US $195,000.00
2001	43'	Lagoon Catamaran (Reduced for quick sale!!)	US $334,000.00
2007	44'	Lagoon 440 Catamaran	€ 410,000.00
1998	47'	Gancel Catamaran	US $168,000.00
1980	54'	Norman Cross Trimaran	US $295,000.00
1995	55'	Custom Built Trimaran	US $350,000.00
1991	55'	Lagoon Catamaran	US $559,000.00
1990	72'	Alumarine (Lougebin) Catamaran	US $1,190,000.00

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$33,500

Sail

37' 2001 Bavaria Sloop, 3 strms, Yanmar diesel	$ 79,500
40' 1986 Hunter Legend roomy, aft cockpit	$ 69,000
40' 1987 O'Day Sloop, Westerbeke, 2 strms	$ 60,000
43' 1995 Hunter 430, stepped transom, 2 strms	$119,000

Power

14' 2006 Aquascan Jetboat, 160HP Yamaha	$ 34,900
31' 1999 Sea Ray Sundancer, new engines, 2005	$ 79,900
32' 1996 Carver 325, twin crusaders great condition	$ 99,000
38' 1999 Sea Ray Sundancer, mercruisers, 18 kts,	$167,000

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Dealing with the Price Problem in the Caribbean

by Amal Thomas

As the 2007 – 2008 sailing season nears the finish line and boats head to hurricane holes, haul-outs or summer cruising grounds, we are met with changes. Most notably, the cost of goods and services, taxes and fees, fuel and even basic foods, is on the rise throughout the Caribbean. This is not just a regional phenomenon, but has a lot to do with the world economy. Some questions arise.

- Are yachties expected to make frequent cruises as usual?
- Will regatta attendance be affected?
- What are the comparative increases in the cost of yacht services in various islands and Caribbean coastal nations?
- With price hikes, which countries are likely to be affected by a decrease in port calls?
- As the EC dollar used in many English-speaking islands is tied to a weakening US dollar, will the region become more attractive to European sailors? Or as Caribbean prices rise, will Europeans seek cheaper destinations?
- Will bareboat charters decrease, or perhaps increase as a form of affordable holiday?
- Are too many businesspeople now pinning their hopes on the very seasonal mega-yacht sector?
- How can boaters adjust to cost-of-cruising or cost-of-racing increases? How can those working in yacht-related businesses adapt?
- How does the yachting sector intend to deal with inflation-related issues on national and regional levels?

A relevant factor is taxation. Let's face the fact that most Caribbean countries earn their main revenue from the tourism industry. We want visitors to come here. However, if the government taxes that have to be paid by visitors are too high, they will drive visitors away. In various countries and ports, yachting visitors may have to pay one or more of the following: national entry fee per person (Immigration "head tax"), Customs clearance fee, cruising permit fee, yacht license fee, harbor dues, light dues, bridge fees, and departure tax — in addition to mooring or berth fees if those facilities are used.

I understand from fellow captains that they would like to sail to a particular island, but they are all running from the level of bureaucratic expenses. It's really a sad situation. Although some governments see these fees as an important source of revenue, there comes a point when such taxes become counterproductive and end up driving the real sources of revenue away.

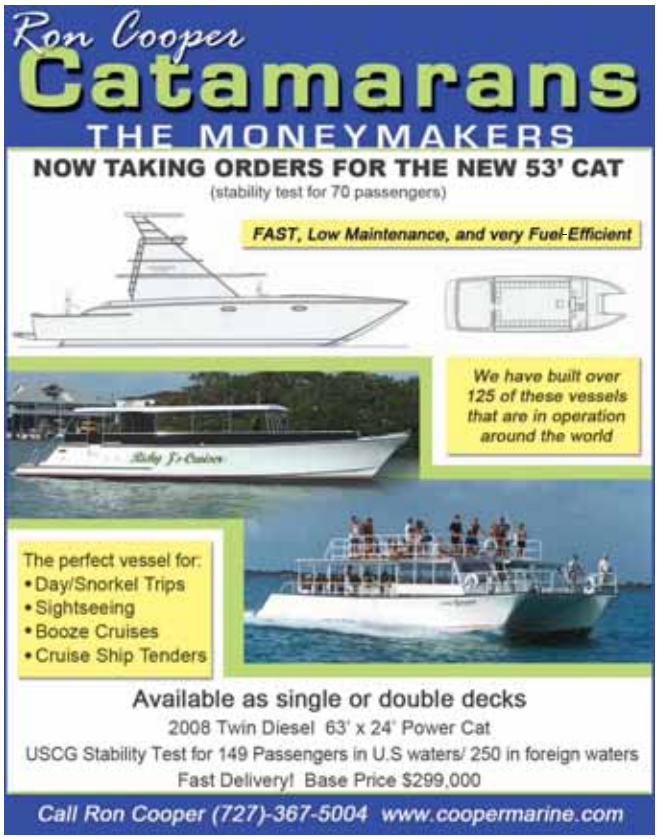
Questions often asked about yacht fees are:

- Do they provide better facilities at ports and anchorages?
- Do paid-for moorings have insurance coverage if there's a mishap?
- Why are crime and security still big issues, even in countries yachts must pay hefty fees to visit?
- What benefits can be provided out of yacht fees to make yachties feel more at ease, thereby encouraging them to visit more frequently and make longer stays?

I would like to encourage yachties to ask questions if they are uncertain about something when paying their dues. The satisfied yachting customer is more important than ever because everyone within the marine sector is feeling the tension. Many persons' jobs are at stake and everyone will have to compete to stay afloat.

These problems have to be raised. The prudent mariner knows that the time to reef sails is when you first think about it. I hope that others who have studied solutions to similar problems can bring forward their thoughts on this issue. Let us spread our ideas and work toward a thriving sailing season 2008 - 2009!

> *What benefits can be provided out of yacht fees to make yachties feel more at ease?*





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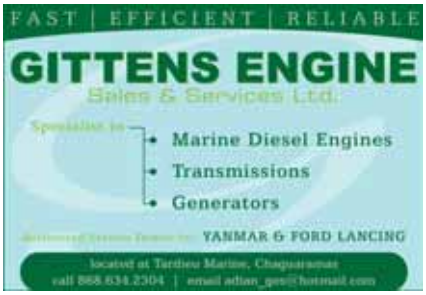
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continued on next page

Let Us Save the Sharks

by Audrey Alleyne-Quiniou

Recent incidents of adults and children being attacked by sharks, sometimes fatally, bring to mind that terrifying motion picture of 1975, directed by Steven Spielberg. We cannot forget "Jaws," the suspense/horror film of these dark creatures lurking beneath the water and fatally attacking swimmers. The memory of this movie is probably the reason why sharks have earned a destructive reputation.

A lot of shark attacks, however, are provoked. Deaths from unprovoked shark attacks are rare, according to statistics compiled by the International Shark Attack File (www.flmnh.ufl.edu/fish/Sharks/Statistics/statistics.htm).

Dean Grubbs, a researcher at Virginia Institute of Marine Science (VIMS) has stated that sharks do not target humans as prey. Results from his annual shark survey of the Virginia waters indicate that Man is a greater threat to sharks.

Some species have been brought near extinction in order to satisfy markets for shark-fin soup and other specialty products, or for sport. As shark populations plummet worldwide, pleas to cease unsustainable practices in shark fishing are also being proffered by environmentalists who seek to raise awareness of the plight of the shark. According to a study released in March, the massive over-fishing of the largest predatory sharks in the coastal waters of the Atlantic over the past three decades has led to an explosion in the species that they prey on, with devastating effects for some of the organisms at the bottom of the food chain. "Our study provides evidence that the loss of great sharks triggers changes that cascade throughout coastal food webs," said Julia Baum, a doctoral student at Dalhousie University in Halifax, Canada, and co-author of the paper.

In Southeast Asia, there is a voracious appetite by the people for shark-fin soup. At the other end of the world, here in the Caribbean, shark meat is used as another kind of delicacy. Maracas Bay, situated on the north coast of the Caribbean island of Trinidad, is one of the island's premier beaches. In recent years it has become increasingly popular, not only for its beauty and fine surfing, but for something now called the "Maracas Bay experience."

This experience includes both locals and visitors alike, standing in long queues in front of several vendor huts to purchase the popular "Bake and Shark" sandwich. Bake and Shark (or Shark and Bake) is a native Trinidadian dish that consists of deep-fried shark stuffed into a pocket of deep-fried batter. The cooked batter is bread somewhat similar to the native-American Indian "fry bread" or the Middle Eastern pita bread.

In recent times, indiscriminate shark fishing off the north coast of Trinidad's sister isle of Tobago has alarmed residents. Species of all types and at all ages are being caught, some not having the chance to breed. Reports state that the shark meat is being sold in Trinidad, mainly to supply the Bake and Shark market and also for shark-fin soup.

Residents in Tobago fear an environmental disaster. "No sharks," they say, would mean a "dramatic increase in the number of smaller fish, which in turn eat out the coral reef." The coral reef is a major tourist attraction in Tobago.

In sport and recreational fishing there *are* rules to follow. Fishing enthusiasts should be more alert to observing catch-and-release rules. This could go a long way in protecting many species of endangered fish. Let us save the sharks.



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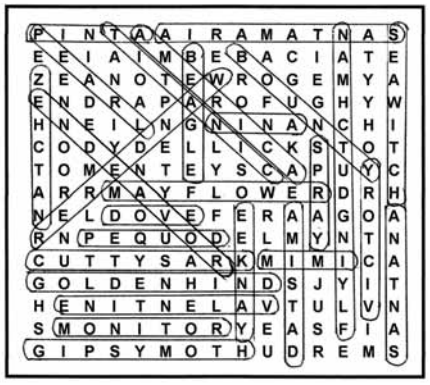
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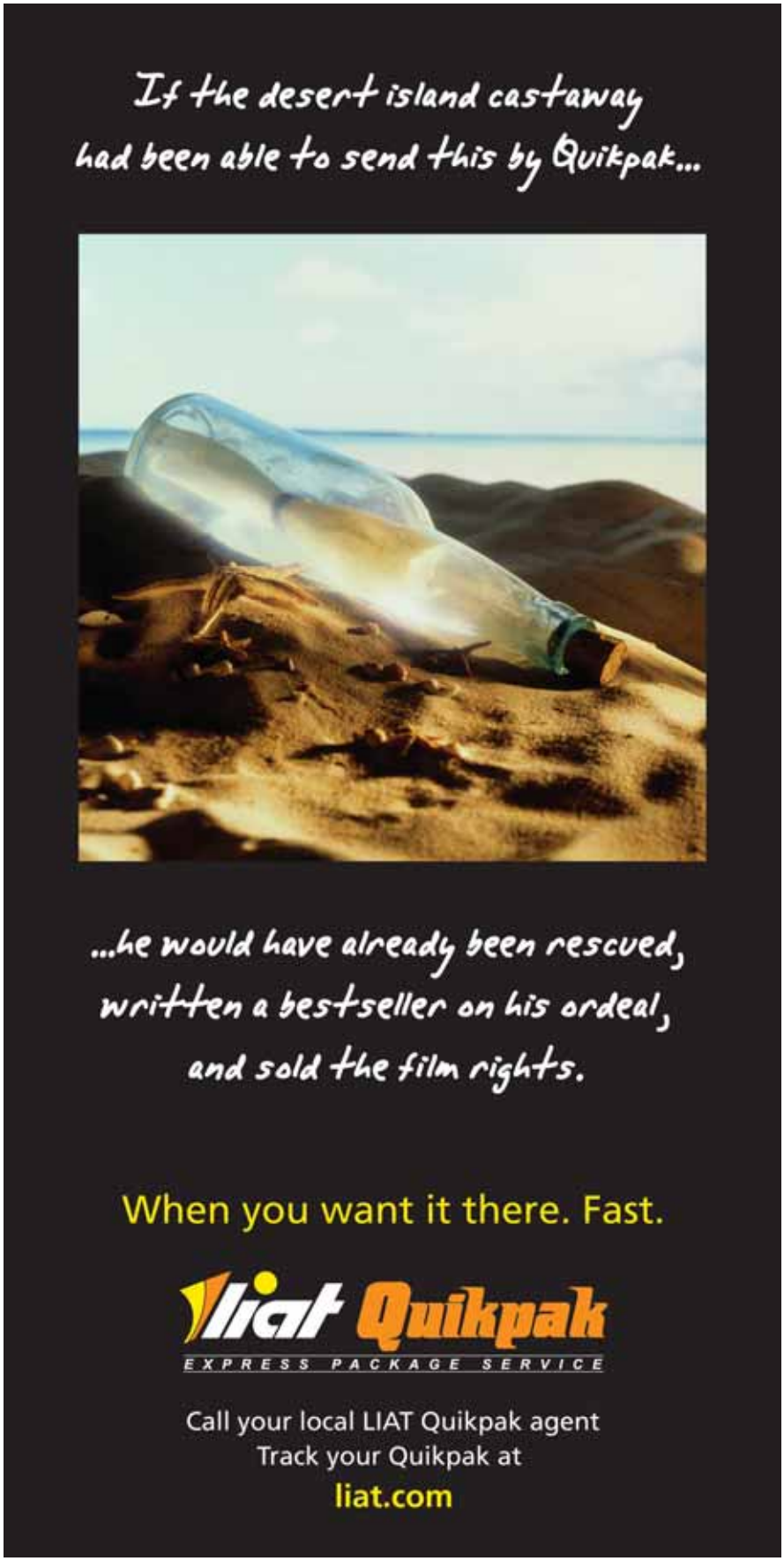
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Rescue Lasers are hand-held nighttime laser signaling devices that provide a convenient, effective way to signal a rescue party 20 to 30 miles away. The waterproof, rugged design combines the safety of a laser signaling device with the convenience of a flashlight. Unlike flares, the Rescue Lasers are non-flammable, non-hazardous and can operate continuously for hours on replaceable batteries. Rescue Lasers are a valuable addition to your safety and survival kit at just twice the price of two parachute flares. *Starting from $ 97.15*

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NEW



Blue Water
*OL00841: 147 pieces - **$ 59.08***

Open Ocean
*OL00842: 152 pieces - **$ 83.02***

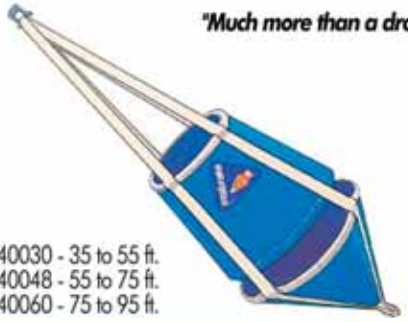
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*OL00843: 164 pieces - **$ 120.96***

What you need

SEABRAKE: BURKE



"Much more than a drogue!"



BK40030 - 35 to 55 ft.
BK40048 - 55 to 75 ft.
BK40060 - 75 to 95 ft.

Seabrake has many applications including:

- DROGUE, anti-surfing/ broaching device
- EMERGENCY or secondary steering
- STABILIZER, underway or at anchor
- SEA ANCHOR and drift anchor
- AID FOR bar crossing, autopilots and vessels under tow
- SPARE or secondary man overboard harness/ bosun's chair

What's on Sale

PLOUGH STYLE ANCHORS



HG20220 - 27lb.
HG20225 - 33lb.
PL37850 - 45lb.
PL37851 - 60lb.

From $ 82.00* to $ 148.00*

BURKE FOUL WEATHER GEAR BURKE
Breathable and non-breathable



Super Dry ***Net $ 75.60****
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JRC RADAR 1500 MK-II 16 MILE



Compact LCD radar designed for ease of use and reliability. Utilizes a small 18" Radome with a high-speed 32RPM antenna, outputting 2kW of power, with a narrow 5.2° beam width. LC24169
Sale Price: $ 1,150.00*

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*Discounts valid for May 2008 while stocks last.

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