

C A R I B B E A N

On-line

# C MPASS

JUNE 2008 NO. 153

The Caribbean's Monthly Look at Sea & Shore

*Antigua Classic  
Yacht Regatta*

See story  
on page 13

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# ENVIRONMENT



**TRAC'S DESCALER CONCENTRATE**  
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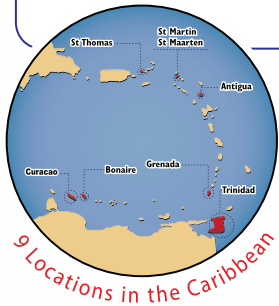
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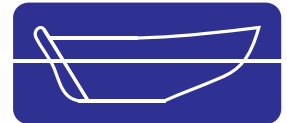
The Waterfront Challenge is a competition created by Interlux® and supported by this publication to encourage people who care about their local waterfront – including lakes, rivers, streams, and oceans – to improve their environment. This contest is open to any group of three or more people who want to spend a minimum of one weekend between April 1, 2008 and November 1, 2008 making a difference to their environment and encouraging others to do the same. A total of \$60,000 in prize grants will be awarded to seven winners and one grand prize winner. For more information and official rules, visit [wfchallenge.com](http://wfchallenge.com)



9 Locations in the Caribbean

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**Curacao**

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Dominica Marine Center  
Roseau

**Grenada**

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Spice Island Boatyard

**Panama**

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**Puerto Rico**

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**St. Croix, USVI**

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**St. Lucia**

The Sail Loft, St. Lucia  
Rodney Bay

**St. Martin**

Route De Sandy Ground  
Chantier JMC Marine

**St. Vincent**

Barefoot Yacht Charters  
Blue Lagoon

**Trinidad & Tobago**

Soca Sails, Ltd.  
Chaguaramas

# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

[www.caribbeancompass.com](http://www.caribbeancompass.com)

JUNE 2008 • NUMBER 153



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## CALENDAR

### JUNE

- 9 Queen's Birthday (UK). Public holiday in Anguilla
- 14 - 15 Harris Paints Regatta, Barbados. [www.barbadosyachtclub.com](http://www.barbadosyachtclub.com)
- 15 Fathers' Day. Public holiday in Puerto Rico
- 18 FULL MOON
- 19 Labour Day. Public holiday in Trinidad
- 19 - 22 Scotiabank Opti Regatta, St. Thomas, USVI. [www.styc.net](http://www.styc.net)
- 20 - 24 La ExpoNáutica Anzoátegui (boat show), Lecherías, Venezuela. [www.enoriente.com/expomorro](http://www.enoriente.com/expomorro)
- 21 Summer Solstice
- 21 Financial Services Challenge Race, BVI. Royal BVI Yacht Club (RBVIYC), tel (284) 494-3286, [rbviyc@rbviyc.com](mailto:rbviyc@rbviyc.com), [www.rbviyc.net](http://www.rbviyc.net)
- 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](http://www.tropicalsailloft.com)
- 24 Battle of Carabobo Day. Public holiday in Venezuela
- 26 - 28 12th Annual St. Kitts Music Festival. [www.stkittsmusicfestival.net](http://www.stkittsmusicfestival.net)
- 27 - 29 Fishermen's Festival, Charlotteville, Tobago
- 27 - July 8 St. Vincent Carnival. [www.carnivalsvg.com](http://www.carnivalsvg.com)
- 28 - Jul 6 North American Optimist Championships (OPTINAM), Curaçao. [www.optinam2008.org](http://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](http://www.go-hiho.com)
- TBA Green Island Weekend, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, [yachtclub@canawg.com](http://yachtclub@canawg.com), [www.antiguayachtclub.com](http://www.antiguayachtclub.com)
- TBA Morgan's Run 2008, rally from Cartagena, Colombia to Old Providence and San Andres. [www.DestinationCartagena.com/morgans\\_run.html](http://www.DestinationCartagena.com/morgans_run.html)

### JULY

- 1 Territory Day. Public holiday in BVI
- 2 Curaçao Flag Day. Public holiday in Curaçao
- 3 Emancipation Day. Public holiday in USVI
- 4 Independence Day (USA). Public holiday in Puerto Rico and USVI. Carnival in St. John, USVI
- 4 - 5 17th Annual Firecracker 500 Race, Tortola, BVI. West End Yacht Club (WEYC), tel (284) 495-1002, fax (284) 495-4184, [mvh@surfbvi.com](mailto:mvh@surfbvi.com), [www.weyc.net](http://www.weyc.net)
- 5 Independence Day. Public holiday in Venezuela
- 7 CARICOM Day. Public holiday in CARICOM countries
- 8 - 21 St. Lucia Carnival. [www.stlucia.org](http://www.stlucia.org)
- 11 - 14 Premier's Cup International Youth Regatta, Tortola, BVI. RBVIYC
- 11 - 20 Dominica Dive Fest. [www.discoverdominica.com/site/divestest.cfm](http://www.discoverdominica.com/site/divestest.cfm)
- 12 Clean-Up Dive, Bonaire. [www.dive-friends-bonaire.com](http://www.dive-friends-bonaire.com)
- 12 - Aug 2 Tobago Heritage Festival
- 13 20th Bastille Kingfish Tournay, St. Thomas, USVI. (340) 774-5206
- 14 Bastille Day. Public holiday in French West Indies
- 15 Luís Muñoz Rivera's Birthday. Public holiday in Puerto Rico
- 16 - 19 3rd Freelanders Fishing Festival, Marina Bas-du-Fort, Guadeloupe. [www.guadeloupefishingclub.com/calendrier.html](http://www.guadeloupefishingclub.com/calendrier.html)
- 18 FULL MOON
- 19 Lowell Wheatley Pursuit Race, Anegada , BVI
- 20 - 28 St. John's Carnival
- 21 Schoelcher Day. Public holiday in Martinique
- 21 Birth of Simón Bolívar. Public holiday in Venezuela
- 24 - 27 USVI Lifestyle Festival, St. Thomas. [www.usvimf.com](http://www.usvimf.com)
- 25 Constitution Day. Public holiday in Puerto Rico
- 25 - 27 Rebellion Days. Public holiday in Cuba
- 26 José Celso Barbosa's Birthday. Public holiday in Puerto Rico
- 26 - Aug 5 Antigua Carnival. [www.antiguacarnival.com](http://www.antiguacarnival.com)
- 27 - Aug 3 Pro Kids Windsurf Event, Bonaire
- 27 - Aug 4 43rd Carriacou Regatta Festival. [www.carriacouregatta.com](http://www.carriacouregatta.com)
- 30 Carriacou Children's Education Fund Potluck Barbecue, Carriacou Yacht Club. [boatmillie@aol.com](mailto:boatmillie@aol.com)
- 30 - Aug 3 Saba Carnival. [www.sabatourism.com](http://www.sabatourism.com)
- TBA Nevis Culturala (Carnival)

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](mailto:sally@caribbeancompass.com)

Cover Photo: Tim Wright / [www.photoaction.com](http://www.photoaction.com)  
Adela at Antigua Classic Yacht Regatta

# Info & Updates

(each nine to 12 feet long) comprising each FAD are connected by 35 metres of polypropylene rope. The FADS are located in an area roughly between 11°18'N, 60°34'W and 11°23'N, 60°58'W. They are apparently unlit.

For more information phone (868) 471-4696.

In the same general area, oil-drilling operations are underway. If you see the anchored drilling rig, you are advised to give it a wide berth, maintaining a distance of at least 500 metres. In addition to the rig, anchors in sets of eight have been pre-laid in other well exploration sites. Vessels are also advised to give the anchor marker buoys a wide berth. Relevant Notices to Mariners will be broadcast on North Post Radio (Trinidad). North Post Radio monitors VHF Channel 16 and MF 2182 USB, then uses VHF Channels 24, 25, 26, or 27.

## Hazards to Navigation Off Tobago

Sailors should beware of 12 Fish Aggregation Devices (FADS) that have been placed in the waters

off the north coast of Tobago. Each FAD consists of two bamboo rafts tied in tandem and anchored. Each FAD is marked by a flagged buoy. The two rafts



SALLY ENRIE

## US Navy Revives Caribbean Fleet

The US Navy announced in April that it has re-established the US Fourth Fleet to increase American naval presence in the Caribbean and Latin America. Admiral Gary Roughead, the chief of naval operations, said the decision to establish a separate fleet for the region "recognizes the immense importance of maritime security in the southern part of the Western Hemisphere, and sends a strong signal to all the civil and military maritime services in Central and Latin America." The Fourth Fleet, established in 1943, was a major US navy command during World War II when it was used to enforce blockades and protect against enemy submarines and raiders. It was eliminated in the 1950s when US Second Fleet (Atlantic) took over its responsibilities.

## Tall Ships in Christiansted

Two tall ships were spotted at the Gallows Bay commercial dock in St. Croix recently. The one to the right (see photo next page) is the *Roseway*. The 137-foot *Roseway* was built in 1925 in Essex, Massachusetts, as a private fishing yacht and later was used as a pilot vessel.

—Continued on next page

Tobago's north coast anchorages — such as Englishman's Bay, shown here — are unspoiled and uncrowded, but when sailing offshore watch out for FADS and oil rig anchors

## Phase one of Camper & Nicholsons Port Louis Marina is now open.

Find us in the Lagoon, St. George's, Grenada.

During the course of this year we will be adding nine superyacht berths and 200 berths from 10 to 40 metres. The Creole Village includes shops, a restaurant/bar, and the Capitainerie, which can provide full marine support services. Details of the entire Port Louis project are available at the Port Louis Sales Office, including information on property and long-term berth sales. Due to ongoing development, present berthing availability is limited so please contact us in advance of your business.



Grenada's answer to St Barts, St Tropez, Costa Smeralda, Portofino...

### Visiting Yachts & Berth Rental:

Email: [reservations@cnportlouismarina.com](mailto:reservations@cnportlouismarina.com)  
Tel: +1 473 435 7431 or +1 473 415 0820  
VHF channel 14 C&N Port Louis Marina

### Long Term Berth Sales:

International Sales Manager Anna Tabone  
Email: [annatabone@cnmarinas.com](mailto:annatabone@cnmarinas.com)  
Tel: +356 2248 0000





ELLEN SAMPERE

*Left: A pair of lovelies: Freedom Schooner Amistad and Roseway gracing the Christiansted waterfront*

*Right: Visitors are welcome at Cuba's famous yacht club, which celebrated 16 years of promoting recreational boating last month*

—Continued from previous page

Roseway is a US National Historic Landmark, one of only 150 ships so designated. She now does charters and sail training. On the left is the Amistad replica (see Compass, May 2008), making an unannounced visit on her way from Barbados to Charleston, South Carolina.

For more information visit [www.worldoceanschool.org](http://www.worldoceanschool.org) and [www.amistadamerica.org](http://www.amistadamerica.org).

**Carib Canoe Crossing to Dominica**

On May 2nd, the 60-foot traditional Carib canoe *Youmoulicou* paddled into Scotts Head Bay, Dominica, having departed Grand Rivière in the north of Martinique in the early morning hours. The event commemorated the way the pre-Columbian Kalinago people paddled their canoes up the Caribbean chain of islands from South America to colonize each of the islands in the chain. Although their craft was a traditional dugout canoe, the *Youmoulicou* paddlers were

decked out in modern protective clothing, including hats, sunglasses and PFDs. The cross-channel distance is approximately 25 miles.

On arrival in Dominica, the two dozen paddlers were greeted by Caribs in traditional dress, flag-waving children and a corps of drummers, and a blessing ceremony was performed.

The KARISKO Association of Martinique is in its second year of a seven-year project to recreate the sea travel of the Kalinago people from their ancestral lands in the South American Amazon Basin up through each of the Caribbean islands to what is today Puerto Rico.

See the voyage at <http://picasaweb.google.com/mixx777/CaribCanoeCrossing2May2008>.

**Happy Birthday, Hemingway Yacht Club!**

Club Náutico Internacional Hemingway (Hemingway International Yacht Club) of Havana,

Cuba, celebrated its 16th anniversary on May 21st. The only club of its kind in Cuba, CNIH has nearly two thousand members from all over the world.

Its founder and commodore is former naval officer José Miguel Díaz Escrich. After the 1959 Revolution, there was virtually no recreational boating in Cuba, but he felt that sector should be developed. As Elena Pimiento wrote in the June 2003 issue of *Compass*: "He became a consultant for nautical tourism and proposed founding a new yacht club at Marina Hemingway, seven miles west of Havana. At the time, all Cuban yacht clubs were closed. There had been



many clubs prior to 1960, but the perception of them as elitist, exclusionary organizations of wealthy capitalists made the creation of a new and different one difficult. Nevertheless, with great effort, Díaz Escrich was able to clear the way to open the first post-revolutionary yacht club in Cuba.

"The club is non-profit and completely independent, something boaters elsewhere take for granted but unusual in a socialist country. No funds come from the government; club income is from dues, donations and the members' bar on the first floor of the clubhouse.

—Continued on next page

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*The Caribbean you're looking for*

Young Island • Bequia • Mustique • Canouan • Tobago Cays  
• Mayreau • Union Island • Palm Island • Petit St Vincent

CARIBBEAN

—Continued from previous page

After operating expenses, funds are used for club functions and nautical events, including hosting international sailboat races, fishing tournaments, junior sailing regattas and the national kayak and water-ski teams."

Temporary membership is highly recommended for visiting boaters. Annual membership dues are very reasonable for those who plan to stay awhile or to return often.

For more information contact [yachtclub@cnih.mh.cyt.cu](mailto:yachtclub@cnih.mh.cyt.cu).

helping hand if someone needs assistance. The BYC allows visiting yachtsmen to collect water in jerry cans free of charge, will hold mail, and can send or receive e-mail on behalf of visiting yachtsmen — e-mail address [byc@sunbeach.net](mailto:byc@sunbeach.net)."

For more information visit [www.barbadosyachtclub.com](http://www.barbadosyachtclub.com).

#### Weather for Soufrière, St. Lucia

The Soufrière Marine Management Area (SMMA) in St. Lucia is building a new website. Until the new SMMA website is online, the current weather informa-

#### Compass Contributors' News

Compass contributors are making waves! Julia Bartlett has not only bought a new old boat, which she's refurbishing in the Western Caribbean, she's also had a novel published to positive reviews (including one in *Compass*, of course!). See [www.sampasystems.com/bartlett-book.html](http://www.sampasystems.com/bartlett-book.html).



And Jo-Anne Nina Sewlal, who is studying for a doctorate at the University of the West Indies in Trinidad, recently received the Vincent Roth Award from the American Arachnology Society for her work in documenting the spiders of the Eastern Caribbean.

#### Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Heineken Regatta Curaçao, page 17; Seasick Prevention Clinics of Trinidad, page 43; Dockyard Electrics, KNJ Mariner, Navtech Electronics and Lennox Stewart Boat Work, all of Trinidad; and Marigot Hill of St. Lucia; in the Caribbean Compass Market Place, pages 51 through 53. Good to have you with us!



DEREK BERRY

Ever anchored below the Pitons in a really strong blow? Check the Soufriere area weather before you go

#### Barbados YC Says Welcome

Sharon Christie of the Barbados Yacht Club, located on Carlisle Bay, wrote recently to Chris Doyle: "We love to see visiting yachtsmen and there is always someone around who will give information or lend a

tion for the Soufrière area can be found at [www.pitons.net/weather/weather.htm](http://www.pitons.net/weather/weather.htm) or [www.wunderground.com/weatherstation/WXDailyHistory.asp?ID=ISOUFRIE1](http://www.wunderground.com/weatherstation/WXDailyHistory.asp?ID=ISOUFRIE1).

For more information on the SMMA contact [smma@candw.lc](mailto:smma@candw.lc).

ARUBA

12°31'01.50"N | 70°02'15.00"W



**RENAISSANCE  
MARINA**

The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront community combining the largest

entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200'. The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day. For your convenience there are showers and ice machines and a fully equipped laundry.

Tel: (+297) 588-0260 · Fax: (+297) 588-0261 | [www.renaissancemarina.com](http://www.renaissancemarina.com) | Channel 16 | Renaissance Marketplace, Oranjestad Aruba

# BUSINESS BRIEFS

## Port Louis Helps Bring American Airlines to Grenada

Port Louis and Camper & Nicholson's Marinas have paid over EC\$1 million to American Airlines on behalf of the Government of Grenada to ensure that the Spice Island gets non-stop American Airlines service.

The Government's Airlift Committee was tasked with raising US\$1.5 million to cover the bond that was posted by government to secure the American Airlines flights. From November 20th 2008, American Airlines has agreed to schedule a 148-passenger Boeing 737 to depart Miami at 5:00PM and arrive in Grenada three hours later. The plane will then overnight in Grenada, and then return to Miami departing at 8:30 the following morning.

Not only does this commitment increase direct US passenger traffic into the island by over 1,000 seats a week but it also enables anyone in the Continental US to connect to and from the flight in one day.

For further information on Port Louis Marina see ad on page 5.

## News from Errol Flynn Marina, Jamaica

Jamaica's Errol Flynn Marina and shipyard offers highly competitive rates for lift and launch using their Marine Travelift, starting at US\$75 for a 30-foot yacht. Long-term dry storage fees are 30 cents per foot per day, with discounts available for payment for six months or more in advance.

For marina clientele, wi-fi access is free and password-controlled with the free use of computers during office hours. Also on offer are the marina's Information Center and Concierge Services. These include information for visitors to both Jamaica and the Caribbean region as a whole, and range from places of interest in Jamaica, to such topics as transiting the Panama Canal, cruising in Cuba and much more.

For more information on Errol Flynn Marina see ad on page 22.

## St. Vincent's Barefoot Goes Green

To encourage environmental protection, Barefoot Yacht Charters of Blue Lagoon, St. Vincent & the Grenadines, has launched its "Barefoot Goes Green" and "Sail Green" campaigns. Owner/manager Mary Barnard explains: "While we may be a small, local yacht charter company, we are doing whatever necessary to lead the way forward in this industry, towards sustainable, environmentally-friendly chartering." At their full-service marina facility, they are installing a state-of-the-art sewage treatment system, and are also catching rainwater and re-cycling grey water for watering the gardens.

Charter guests will be presented with a small potted Casuarina or Coconut plant at the start of their charter and will be encouraged to off-set the carbon emissions resulting from their air travel by planting these in the Grenadines to compensate for depletion of vegetation by livestock and weather systems.

In addition to developing a "Green Pledge" which all yacht charter skippers will be asked to sign before setting sail, the company will also be stocking their boutique with a range of eco-friendly products including biodegradable soaps, shampoos, detergents, cleaning agents and "Green T-shirts". A percentage

of the sale proceeds will be invested in local environmental efforts.

For more information on Barefoot Yacht Charters & Marine Centre see ad on page 13.

## New Director for Virgin Islands Group

The Virgin Islands Charter Yacht League (VICL) is a 40-year-old association of private, crewed charter yachts. The VICL Board of Governors recently announced their new Director — Erik Ackerson.

Originally from Kansas City where he was a professional chef then a food service territory sales manager, Erik made the Virgin Islands his home in 1998, taking over the reins as General Manager of Quality Food Corporation until it was sold last year.

As the current President of the Texas Society of the Virgin Islands, it is the community involvement and money raised for local on-island charities through the annual Chili Cook-Off, one of the largest and most popular fundraising events of the year, which brings Ackerson the greatest satisfaction and finds him busy during the month of August.

A Water Island resident, he is a member of Water Island Search and Rescue, Water Island Civic Association and the Navy League as well as a Red Cross volunteer.

For more information on the Virgin Islands Charter League contact Erik at [info@vicl.org](mailto:info@vicl.org).

## News from Ondeck, Antigua

Ondeck, the UK's fastest growing sail charter company and power and sailing school, has announced an exclusive partnership with Boatshed, the largest yacht brokerage company in the world. The new relationship, which was announced at the recent Stanford Antigua Sailing Week, will see Boatshed locate its Antigua business operations in Ondeck's facilities, and see Ondeck become the company's official sail

we run in Antigua."

Roger Bailey, Sales and Marketing Director at Boatshed, said, "We are very excited about partnering with Ondeck and see our two companies as having a similar outlook on the world of boating. Together we can offer customers loads of great boats, training and chartering while continuing to expand our business in Antigua."

Meanwhile, Ondeck has pledged its continued support to its trainee scheme following the astounding success of one of its members. Samara (Nickey) Emmanuel, 23, joined Ondeck in March 2007 as a non-sailor and following a year of training and hands-on experience, is embarking on a challenge of a lifetime: completing the Atlantic Challenge from Antigua to Portsmouth, UK. Nickey has worked with Ondeck for the past year as part of the company's trainee programme. Prior to joining, she was unable to swim and had not been aboard a sailboat. A year later, Nickey has learnt to swim proficiently and is sailing to a standard that means she will soon be capable of skippering the company's vessels.

Liz Holder, head of Ondeck's Antiguan operation, commented, "Nickey is very ambitious and driven. It is not often you find a young woman on the island who will take on the challenge of learning to swim and push to skipper her own vessel. We are proud of the apprenticeships we offer here and are delighted to see the results of the hard work put in by Nickey and our other apprentices."

Nickey will join the 32-strong team aboard Ondeck's Farr 65s for the Atlantic Challenge. The boats left from Nelson's Dockyard, Antigua on May 6th and will sail via the Azores to the Historic Naval Dockyard of Portsmouth, UK — the same route as Nelson himself once took.

For more information visit [www.ondeck.co.uk](http://www.ondeck.co.uk).



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## BVI Cruising Courses for Women

Offshore Sailing School's CEO, Doris Colgate, started women's programs in 1990 to attract more women to sailing and empower women to take charge of their lives through sailing. Now thousands of women have gravitated to the variety of activities her efforts spawned, from focused seminars at all-sail boat shows to exciting hands-on learning vacations.

—Continued on next page



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—Continued from previous page

Women's Escape Weeks in 2008 include several different on-water retreats — three in sailing and one for operating powerboats. Fast Track to Cruising is the school's most popular program. These exclusive vacations start with a three- or four-day Learn to Sail course aboard Colgate 26s, followed immediately by a Bareboat Cruising Preparation or Live Aboard Cruising course on 44- to 49-foot sailing yachts.

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without the instructor aboard at the end of the course.

Another option is for women who relish speed but lack the skills to take command of a power yacht. A Fast Track to Power Cruising getaway November 9th to 15th allows women to learn aboard new Moorings 46 power cats while cruising the BVI.

For more information visit [www.offshoresailing.com](http://www.offshoresailing.com).

#### St. Lucia Game Fishing at Marigot Bay

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Last year the competition saw 23 participating boats and this year organisers expect that figure to double. An all-party lay-day with a swimsuit fashion show and entertainment is scheduled for anglers and spectators.

The St. Lucia Game Fishing Association is the major

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Charter a yacht to stay on during the cricket and afterwards spend three or four days exploring the Grenadines. Charter rates for seven nights start at US\$2,495 and go up to US\$5,300, depending on the size of the yacht. For a group of six, this could mean as little as US\$416 per person. Additional costs include the Classic Cricket Supplement at US\$200 per person, which covers transfers to/from airport, return transfer to stadium, stadium tickets, party night tickets and food at two Classics parties. All-inclusive packages can be arranged.

Skipper are available from US\$150 per day for non-sailors or for those who just like to have someone on board to guide them through the islands.

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As forum guest speaker and Chairman of ISAF Olympic Class Sub-Committee Malav Shrof put it, "Sailing is now the third biggest sport driven by sponsorship. We need a forum to discuss how we can deliver more for our sponsors, for the media and for the public at large. It's a great initiative for our sport, and if we can learn a thing or two from Motorsports, I think they can also learn something from us."

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—Continued from previous page

According to Environment News Service, plans were in the works to build 1,025 residential units, a 250-room resort/casino, a 175-unit hotel/casino, and two golf courses. But there were lawsuits and widespread concern about the resort's proposed use of limited water resources, destruction of wetlands and possible harm to endangered species' habitats.

As a result of Majoros' efforts, the Commonwealth of Puerto Rico permanently protected the wetland complex in 2007 by designating it as the San Miguel Natural Reserve.

The new San Miguel Natural Reserve on the north coast of Puerto Rico, in the area known as the Northeastern Ecological Corridor, includes 212 acres of inter-tidal and emergent wetlands that benefit 14 federally listed threatened and endangered species.

After years of controversy, The Trust for Public Land purchased the property from Juaza, Inc. in August 2007 for US\$12.5 million and conveyed the property to the Commonwealth of Puerto Rico for its permanent protection as a natural reserve.

The site, 25 miles east of the capital San Juan, is the most important nesting beach for the endangered leatherback sea turtle in Puerto Rico, according to the US Fish and Wildlife Service, and provides nesting habitat for other sea turtle species as well. It includes more than a mile of beachfront, near-shore coral reefs, one of the region's last unspoiled dune systems, and the remnants of a 19th century hacienda that was used for sugar cane production.

#### Environmentalist Addresses Tourism Conference

At the 10th Annual Caribbean Conference on Sustainable Tourism, held from April 28th through May 1st in the Turks & Caicos Islands, Dr. David Suzuki opened the event as its keynote speaker before a capacity crowd, which included heads of state from various Caribbean Tourism Organization (CTO) member countries. Dr. Suzuki challenged these leaders to not sacrifice the future for short-term economic gain.

"The twin crises of ecological degradation and falling oil supplies will have massive repercussions for all countries, but none more so than those of the Caribbean and especially the tourism industry," said Suzuki. He cited the challenges facing the airline industry in the coming years. "Air travel leaves the heaviest carbon footprint among all modes of transportation and skyrocketing fuel prices are already having explosive effects," he said.

Dr. Suzuki, in part, blamed unchecked growth and unrealistic economic expectations for the threat the Earth faces today. "Unfortunately, economists believe economies can grow forever to meet this population's needs," he said. "They can't. With that belief system we must eventually ask ourselves, how much is enough? Are we happier with more stuff?"

"Economists think tourism can continue to grow into infinity," he added. "But we have to realize that nothing can grow forever. This unchecked growth only accelerates us on a suicidal path."

#### Bonaire Marine Park Honored

The Bonaire National Marine Park has received the *Islands Magazine*/ Caribbean Tourism Organization (CTO) Sustainable Tourism Award for 2008. The Marine Park received the award during a special presentation at the 10th Annual Caribbean Conference on Sustainable Tourism, held in May.

The Bonaire National Marine Park is one of the few actively managed and self-funded marine protected areas in the world. It was cited for developing a sustainable tourism model where conservation management, tourism needs and community benefits are balanced.

*Islands Magazine* and the CTO recognized the Marine Park for meeting its main objective: to maintain and restore the health and biological diversity of Bonaire's reefs while promoting non-destructive tourism activities. More than 38,000 visitors



Bonaire's Marine Park covers more than reefs — critical mangrove ecosystems are also protected

visit the park each year and it is routinely listed in the top five destinations for the Caribbean. Admission fees, commercial and private moorings, donations and grants account for the park's funding.

The Marine Park includes 6,450 acres of extensive coral reefs, sea-grass and mangrove ecosystems, and excels in the protection of its natural wonders. In addition, it has eliminated destructive practices such as anchoring and spearfishing, and Bonaire's healthy and diverse reefs now support a variety of non-destructive tourism activities whose impacts are carefully monitored by the park.

#### Climate Station for Caymans

A weather and oceanographic monitoring station being installed off the coast of Little Cayman will provide useful information about how climate change is affecting coral reefs, as well as better information about storm threats.

The station, a joint project between the US National Oceanic and Atmospheric Administration and the Central Caribbean Marine Institute, is expected to be fully functional by the end of the year.

NOAA chose Little Cayman as one of four international locations for such stations, which will continually measure temperature, winds, barometric pressure and ultraviolet and photo-synthetically active radiation around Little Cayman's shallow reefs.

Reporter James Diamond notes that scientists hope the station will help them better understand the connection between changes in atmosphere, changes in the ocean and changes in fish and coral populations across the region. They also want to learn more about how longer-term climate variability will impact the structures of coral reefs, and whether increasing carbon dioxide emissions in the atmosphere will stunt skeletal development of marine organisms.

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# Camaraderie Off the Beaten Track

by Stéphane Legendre



Arrival at Santiago de Cuba's marina — time for our first mojitos!

Fifteen boats gathered at Marina Bas-du-Fort in Guadeloupe to participate in an exciting inter-island adventure that takes place each spring. The ninth annual Transcaraïbes yacht rally, which ran from March 29th through April 19th, took participants from Guadeloupe to Saint Martin, the British Virgin Islands, the Dominican Republic and Cuba. Discovering "off the milk run" cruising destinations like the Dominican Republic and Cuba is for many a dream come true.

This year, out of 15 boats ranging from 38 to 53 feet, two-thirds were catamarans. Participants came from Switzerland and France; in other years the rally has had a good share of British crews. *Orinda Blu*, Peter Kilgus's beautiful Amel Super Maramu 2000, joined for the third time and he and his crew enjoyed it thoroughly.

At Marina Bas-du-Fort in Guadeloupe for the start, the welcome was perfect as always. People started to know each other over a few glasses of Madras rum at the evening cocktail parties. A Radio-Controlled Lasers Regatta was organized and so the rally's first prize-giving took place the second day.

The first crossing was a 190 nautical-mile overnight sail under deteriorating weather conditions. We arrived in Saint Martin and enjoyed two nights' rest and relaxation at Marina Fort Louis. The wine-tasting party on the second evening made us forget the weather outside. The organizer decided to postpone the departure for the BVI due to 35-knot winds gusting to 40 in squalls. Marina Fort Louis understood the situation and gave us an extra night free of charge.

We left for BVI with an improving sea state and covered the 90 miles under rather comfortable conditions. Our intended British Virgin Islands program was affected because we could only stay two nights. We would like to thank the BVI Tourism Board for all their

help, hoping that next year we will be able to enjoy a full three days in the justly famous sailing waters of this beautiful archipelago.

Between the BVI and the Dominican Republic, the weather changed radically. Now, ideal conditions allowed good fishing and aboard Frederic Martin's *Haliotis 38*, a two-metre (six-and-a-half-foot) sailfish was caught. The 300 nautical miles were covered in less than 48 hours. Many arrived early on the DR's southeast coast and anchored at Las Palmillas before entering the fantastic marina of Casa de Campo.

Three intense days to explore the DR started with a visit to Casa de Campo's luxury resort and its 30-year-old reconstructed Italian medieval village of Altos de Chavon, which contains a replica Roman amphitheater for musical performances. The historical quarter of the nation's capital, Santo Domingo, was next, including a visit to the first Spanish cathedral built in the New World and Christopher Columbus's son's palace. A stroll through the old city culminated in a stop at a large supermarket for provisioning before we headed back to the boats. Everyone was then ready for the second part of the rally — the adventure was really starting now.

A short stop at Isla Catalina for swimming and we were off to Las Salinas, 110 miles away and a good potential stop for those making the return trip to the Lesser Antilles. Hotel Las Salinas' dock provides water, fuel and even free mooring if room is available.

The following morning we left for the 70 nautical-mile journey to Isla Beata. This is an extraordinary place, inhabited by 200 fishermen, where we found

cheap lobster. We even had a party with the sailors based at the Dominican Navy post there. To celebrate our coming, they offered what they had available and we shared delicacies which crew on each boat had prepared — wonderful!

Twenty-five nautical miles farther along the coast, Playa Las Aguilas, the last beach before the Haitian border, offered its spectacular ten miles of unspoiled white sandy beach. And for the first time in the rally, we were alone!

The last leg to Santiago de Cuba now awaited us. Everyone was keen to discover this ultimate goal. A good, fast, windy passage and we entered Santiago de Cuba's beautiful bay.

What Santiago de Cuba marina offered us was astonishing. Clearance was, as usual, a bit heavy but so friendly! We arrived on a Saturday and by the time every boat had entered the bay it was dark. Time for our first *mojitos*, a local rum drink made famous by the writer Ernest Hemingway at la Bodegita del Medio bar in Havana. A group of Cuban musicians, joined by the rally's musical participants, Fred and Jean Alexis, put us all in the mood to learn more about this country.

The next day, Sunday, featured a city tour of Santiago de Cuba and a beautiful show at the French Alliance Association was put on just for us. The closing event of the rally took place on El Cayo, an island opposite the marina in the bay, that evening.

Well, that *should* have been the conclusion, but we were all having such a marvelous time together that we decided we would go the next day to the Casa de las Tradiciones, a special place where one can listen to typical Santiago music. There were no tourists there apart from us, just another wonderful experience. Many thanks to the Marina Santiago team and a special thanks to Reyna, who took care of us beyond the call of duty.

At this writing, I'm back in Guadeloupe, but ten or more of the rally boats are cruising the Jardines de la Reina on Cuba's south coast, enjoying lobsters and unspoiled anchorages....

For those who are not familiar with this unique Caribbean sailing event, here are a few details.

The idea is for a group of yachts to sail in company for three weeks, discovering unusual places safely. The entry fee includes dockage at marinas (14 days this year) in ports where the boats do not anchor.

The organizer sails all the way with the group. He helps with clearances when needed, and assists with any language issues — French, English, and Spanish are spoken at the various stops.

Each evening there's a happy hour or cocktail party, even in the most remote places such as Isla Beata or Bahia Las Aguilas.

Optional shoreside excursions are available in the Dominican Republic and Cuba. Information about these options is given by the organizer, who is very familiar with the area.

Cuba can be a jumping-off point for the Western Caribbean or Panama. The Transcaraïbes itinerary is also convenient for those boaters who plan to return to the Lesser Antilles. Most of the possible stops on the return journey have been explored during the rally, and advice with accurate waypoints is given for others — for example, Ile-à-Vache in Haiti and Errol Flynn Marina in Jamaica. The distance between eastbound stops is never more than 120 nautical miles and can be accomplished in one overnight sail. Also note that in May and early June the tradewinds are normally lighter than in the winter and passagemaking against them is smoother.

For more information visit [www.transcaraibes.com](http://www.transcaraibes.com).

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# RECORD FLEET A FEAST FOR THE EYES

by Frank Pearce



LUCY TULLOCH

As the 2007/2008 sailing season draws to a close, the most wonderful collection of classic yachts gathers in Antigua — some of the finest classics to be found anywhere in the world, from the 147-foot staysail schooner *Adela* to the 24-foot locally restored sloop *Springtide*. Here, nineteenth-century beauties such as *Thalia* (1889) and *Galatea* (1899) spread their sails alongside classically styled new builds.

This year there were a record 71 entries, including the nine-strong fleet of new Dragons from Antigua's Harmony Hall Yacht Club, and seven Carriacou Sloops, some which are based locally in Antigua and others that sailed up from the Grenadines. Other entries came from Europe and the UK, South Africa, the USA, Canada, and Caribbean islands including Grand Cayman, St. Kitts, St. Barthelemy, St. Thomas and, of course, Antigua.

The weather for the event held from April 17th through 22nd was magnificent, except on Day Four when racing was cancelled due to a total lack of wind, if not rain. After somewhat strenuous sailing during the first three days' racing, this was perhaps not totally unwelcome.

The philosophy of this event has always been that of a "gentleman's" regatta. Aggressive racing is discouraged and protests are really frowned upon. After all, each and every yacht, no matter how large or small, is the "apple of the owner's eye" and while everyone wishes his or her vessel to do as well as possible, it is not at the risk of damage.

Any doubts about the competitiveness of the racing, however, were dispelled by the sight of the J-Class boats *Velsheda* and *Ranger* "match racing", along with the likes

of the gaff schooners *Altair* (108 feet) and *Eleonora* (120 feet) and the staysail schooners *Aschanti* (105 feet) and *Adela* being sailed to their optimum. But even so, plenty of room has to be allowed at the marks, not just for larger yachts but also for the smaller ones.

Race Three, known as the Cannon, is a beam reach seaward for six miles and a reach back in, twice over. Smaller yachts start first, to be overtaken later by the thundering J's and others. What a spectacle this is, what a rare opportunity to see such yachts being sailed to the ultimate! Upon completing the course, yachts then join the Parade of Classics to slowly pass the Antigua Slipway balcony where Jol Byerley announces each yacht and gives a very erudite commentary. Crews line the rails, often in uniform or wonderfully eccentric but beautiful outfits, as crowds of spectators cheer and sip champagne at Catherine's Café.

On the final day of the regatta, the Caribbean Coffee Roasters Single-Handed Race is held outside Falmouth Harbour over a distance of six miles. As in the past, owner John Spenninshauer made available the magnificent expedition yacht *Tivoli* as Committee Boat for this race as well as for the entire regatta; the Committee was in luxury! There were 28 single-handed race entries: the largest yacht was the 114-foot *Aschanti IV* (hardly the normal perception of an ideal single-hander) and the smallest being the 18-foot 6-inch Herreshoff *Jade*. Each yacht in the single-handed race must carry an observer, who may assist in setting sails, but may do nothing further after this, unless there is an emergency.

The day was rounded off with gig rowing and sailing-dinghy racing in English Harbour against the backdrop of the elegant Admiral's Inn where Edwardian teas were of course served with cucumber sandwiches. Edwardian dress was de rigueur even when rowing; the vision of ladies in wide-brimmed hats rowing gorgeous varnished tenders being a sight to wet the eye. The enthusiastic and lively youngsters had enormous fun rowing in singles and doubles.

If the sailing and racing was enthusiastic and energetic, so was the social side of things. There were events every night with choices of venues, mostly offering something special, for example the Welcome Party with the band Itchy Feet, and the Sail Maine party serving complimentary delicacies such as Maine Lobster Chowder and copious refreshments. The Live Music Night at the Yacht Club enticed many musicians from different yachts to give excellent renderings. Singers from Canada, Northern Ireland, South Africa and the United States all contributed their own brand of music — what a jump-up that night was!

And so finally to the prizegiving in the evening, held on the lawn by the Copper & Lumber Store, an original Nelson's Dockyard building, with king palms swaying in the breeze by the stage, a large screen showing a selection of the wonderful shots taken by

the many photographers present at the event, and myriad prizes.

Such a major event requires months of planning, numerous sponsors and an army of volunteers. Including members of the Classics Committee and the Classics Race Committee, some 60 or more volunteers were involved. With so many helpers, so much generosity making this event happen, I have avoided making specific personal references as there would just not be space. But I have to make an exception in the case of Kenny Coombs, as none of this could have taken place without his amazing vision and energy. As Regatta Founder and Chairman, Kenny has been running the Antigua Classic Yacht Regatta since 1988, and we are all greatly indebted to him. To all owners and crews, a big thank-you for being with us.

—Continued on next page

Action aboard *Galatea*, the 109-year-old yawl that won second prize in Vintage Class A

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—Continued from previous page

Full results and more details on this year's regatta (and those of past years) are available on the website [www.antiguaclasics.com](http://www.antiguaclasics.com). A visit is highly recommended. Frank Pearce is Vice Commodore of the Antigua Yacht Club.

# ANTIGUA CLASSIC YACHT REGATTA 2008 WINNERS



TIM WRIGHT / WWW.PHOTOACTION.COM

Above: Springtide advertising the fact that 'life begins at 40!'

## Classic Class A (CSA - 3 Boats)

- 1) *Eleonora*, 2000 Herreshoff gaff schooner 120', Peras Ltd, Douglas, Isle of Man - 1, 1, 1; 3
- 2) *Aschanti IV*, 1954 Henry Gruber staysail schooner 105', Aschanti Ltd, Vaduz, Lichtenstein - 2, 2, 2; 6
- 3) *Whitehawk*, 1978 Bruce King ketch 103', Peter DeSavary, England - 3, 3, 3/RDG; 9

## Classic Class B (CSA - 9 Boats)

- 1) *Junco*, 2003 Nat Benjamin staysail schooner 65', Scott Dibiaso, West Tisbury, Massachusetts, USA - 1, 1, 1; 3
- 2) *Kate*, 2006 Mylne Gaff Cutter 60', Phillip Walwyn, St. Kitts - 5, 2, 3; 10
- 3) *Heron*, 2003 John Alden gaff schooner 52', Nigel & Bonnie Bower, Camden, Maine, USA - 3, 3, 5; 11

## Classic Class C (CSA - 6 Boats)

- 1) *Lone Fox*, 1957 Robert Clark yawl 62', Ira Epstein, Gustavia, St Barthelemy - 2, 1, 1; 4
- 2) *Radha*, 1964 yawl 64.4', Julien Dobson, Great Britain - 1, 2, 2; 5
- 3) *Isis of Bosham*, 1969 Nicholson cutter 45 ft, James Child, Godshill, Isle of Wight, England - 5, 3, 3; 11

## Classic Class D (CSA - 6 Boats)

- 1) *Alice of Penrhyn*, 1991 Lyle Hess sloop 32', Andrew Hazell, Wrekin, Telford, UK - 1, 1, 1; 3
- 2) *Meggie*, 1964 Bermuda 30 ketch 30', Michael Shaw, Thornbury, Ontario, Canada - 3, 2/RDG; 3; 8
- 3) *Rainbow*, 1979 Cornish crabber 30', Peter Hutchinson, UK - 2, 3, 4; 9

## Classic Class GRP A (CSA - 5 Boats)

- 1) *Calypso*, 1976 John Alden cutter 30', Reg Murphy, Falmouth, Antigua - 1, 1, 1; 3
- 2) *Springtide*, 1968 David Boyd Sloop 24', Jol Byerley, English Harbour, Antigua - 2, 3, 2; 7
- 3) *Iris J.*, 1961 Bruce King 5.5m sloop 32', Daniel Thomas, English Harbour, Antigua - 4, 2, 3; 9

## Classic Class GRP B (CSA - 7 Boats)

- 1) *Sunshine*, 1958 Philip Rhodes sloop 41', Hans Lammers, St Johns, Antigua - 1, 1, 2; 4
- 2) *Winsome*, 1990 Cherubini Ketch 44', Don Ward - 3, 3, 1; 7
- 3) *Moonshadow*, 1966 Bill Trip yawl 41', Edward Baretto, Hodges Bay, Antigua - 2, 2, 3; 7

## Spirit of Tradition Class A (CSA - 5 Boats)

- 1) *Velsheda*, 1934 C Nicholson J-Class sloop 130', Tarbat Investments Ltd. - 1, 1, 1; 3
- 2) *Ranger*, 2003 Stevens/Burgess J-Class sloop 136', Alister Lait - 2, 2, 2; 6
- 3) *Gaia*, 2007 Sean McMillan Spirit sloop 100', Simon Fry, Lichtenstein - 5/DSQ; 3, 3; 11

## Spirit of Tradition Class B (CSA - 3 Boats)

- 1) *Wild Horses*, 1998 W76 Class sloop 76.3', Donald Tofias, Newport, RI, USA - 1, 1, 1; 3
- 2) *Patriot*, 2002 Bruce King sloop 70', Ira Conn, Falmouth Harbour, Antigua - 2, 3, 2; 7
- 3) *Pasha*, 1998 David Frank cutter 55', Laurance Pringle, Chester, Nova Scotia, Canada - 4/DNF; 2, 3; 9

## Traditional Class (CSA - 8 Boats)

- 1) *Genesis*, 2005 Alwyn Enoe Carriacou gaff sloop 40', Alexis Andrews, St. Pauls, Antigua - 1, 1, 2; 4
- 2) *Ocean Nomad*, 2008 Alwyn Enoe Carriacou sloop 40', Todd Orrell/Eli Fuller - 2, 2, 3; 7
- 3) *Jambalaya*, 2002 Carriacou schooner 65', Jeffrey Stevens, The Grenadines, St Vincent - 3, 5, 1; 9

## Vintage Class A (CSA - 5 Boats)

- 1) *Tconderoga*, 1936 LF Herreshoff ketch 72', Scott Frans, Riverside, Connecticut, USA - 1, 2, 1; 4
- 2) *Galatea*, 1899 Nygren yawl 67', Judd Tinius, English Harbour, Antigua - 6/DNS; 1, 2; 9
- 3) *Havsornen*, 1937 Tore Holm cutter 52 1/2', Ni Langereis, Wassenaar, Netherlands - 2, 4, 3; 9

## Vintage Class B (CSA - 4 Boats)

- 1) *Altair*, 1931 W Fife gaff schooner 108', Joe Pytka, English Harbour, Antigua - 1, 1, 1; 3
- 2) *Thalia*, 1889 Wanhill gaff cutter 45', Ivan Jeffries, Chichester, Suffolk, UK - 2, 2, 2; 6
- 3) *Mistress*, 1930 Sherman Hoyt gaff schooner 60', Glen McCormick, Stock Island, Florida, USA - 3, 3, 3; 9

## Dragons (One Design - 9 Boats)

- 1) *Compass Point*, Poul Hoj Jensen, Denmark - 1, 1, 1, 1, 1; 5
- 2) *Jolly*, Thomas Muller, Germany - 2, 2, 2, 2, 4; 12
- 3) *Halfmoon*, Michael Cotter, Ireland - 4, 4, 3, 3, 5; 19

## SINGLE-HANDED RACE

### Small Classics (CSA - 17 Boats)

- 1) *Sunshine*, sloop 41', Kathy Lammers
- 2) *Tiger Maru*, sloop 37', Julien Davies
- 3) *Springtide*, sloop 24', Peter Lucas

### Big Classics (CSA - 8 Boats)

- 1) *Galatea*, yawl 72', Judd Tinius
- 2) *Maggie B*, schooner 63', Frank Blair
- 3) *Aschanti IV*, schooner 114', Karl Peter Ebner



LUCY TULLOCH



TIM WRIGHT / WWW.PHOTOACTION.COM

Center: Velsheda dwarfs Jade, but both look fabulous!

Right: Keeping a lookout on Adela's bowsprit — serious work with 71 priceless classics on the water

# J Legend Lives at Antigua

Some of the best racing at this year's Antigua Classic Yacht Regatta was seen during the battles between the J Class sloops *Velsheda* and *Ranger*. The two J boats competed with the staysail schooner *Adela* and the sloop *Gaia* in Spirit of Tradition Class A.

During the 1930s, ten J Class yachts were built to race in the America's Cup.

Although *Ranger* — a 2004 replica of the 1937 original — beat *Velsheda* across the finish line in Antigua three times, on corrected time *Velsheda*, built in 1933 and rebuilt in 1997, won all three races, with *Ranger* taking three second places.

*Yachting World* magazine's David Glenn wrote: "After extensive mods to lighten and re-distribute weight in *Ranger*, [the owner] has a yacht that over a windward/leeward course is now faster than *Velsheda*. At Antigua, where the courses comprise predominantly reaching legs, *Velsheda* hung on well and if she hadn't made an odd tactical error on the final beat of the second race she could have beaten *Ranger* on elapsed as well as corrected time. For reasons known only to themselves, *Velsheda's* after-guard failed to cover *Ranger* on the final leg when she had a three to four boat length advantage, something she'd held from the start."

Karl James is among the most famous of Antiguan sailors. The multi-time Caribbean Laser champion has represented Antigua & Barbuda once at the Pan Am games and twice in Olympic sailing events. He'd signed on as tactician aboard *Ranger* and it was his formidable knowledge of local wind conditions that gave his boat the chance to beat *Velsheda* by six seconds across one race's finish line, having begun the final attack from far behind. Karl teaches groups of very lucky youngsters how to sail at the Antigua Yacht Club. Nobody is turned away — kids who can't afford the training can apply to get it free.

There has been an explosion of interest in J Class yachts, and the J Class Association ([www.jclassyachts.com](http://www.jclassyachts.com)) has issued a definitive list of J yachts from history that can be built as replica new builds under their rules. Antigua is sure to see more of these magnificent vessels at future Classics.

Thanks to Bob Williamson in Antigua for information used in this report.



The two Js stayed within a few boat lengths of each other during all three races. After some two hours of racing, *Ranger* crossed Race Two's finish line just six seconds ahead.

TIM WRIGHT / WWW.PHOTOACTION.COM

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# REGATTA NEWS

## Pizza Pursuit in the BVI

The BVI's annual Pizza Pursuit Race was held this year on April 26th, sponsored by the Virgin Queen Bar & Restaurant and organized by the Royal BVI Yacht Club. It saw a resurgence of interest as racers recently recovered from the stormy BVI Spring Regatta were joined by cruisers to more than double the number of entries over last year. New courses starting and finishing at Nanny Cay proved popular.



PETRA COOPER

They earned their mozzarella! The KATS junior sailors on the IC24 Racing in Paradise showed true grit in the Pizza Pursuit Race

The Spinnaker Division had eight boats starting in a timed order with the lowest handicap boats first. So first off was a gaggle of IC24s, with experienced racers Andrew Waters (*Conchquerer*) and Colin Rathbun (*bMobile*) leading over junior sailors from the RBVIYC and KATS Sail, helmed by Alec Anderson (*Intac*), Chris Watters (*Black Pearl*) and Phil Prevost (*Racing in*

*Paradise*). On the long run downwind under spinnaker to Little Thatch, a squall came through with gusts in excess of 20 knots, causing more than one vessel to round up with sails flapping.

Jeff Williams' J/40 *Gryphon* and Guy Eldridge's Beneteau First 10R *Luxury Girl* followed close on their heels in the difficult current and shifty winds between Little Thatch and Tortola, only to see the smaller boats pull away again as the breeze dropped to almost nothing. Dave West's Melges 32 *Jurakan*, starting 36 minutes after the first boats, survived a dramatic knockdown off Sea Cows Bay. She handily picked her way through the dying wind and kept moving as her lighter opponents wallowed, passing the rest and finishing comfortably ahead.

In the IC24s, *Conchquerer* gave *bMobile* a run for its money until running onto an uncharted shallow spot now christened "Wiggles Reef". *Luxury Girl* and *Intac* enjoyed the closest finish, as the crew of *Luxury Girl* took extreme measures to successfully distract young aspiring

would not finish within the allotted time, and switched on their engines, leaving Andrew Thompson to steer his Hobie 16 to a victorious finish.

At the prizegiving held at Nanny Cay, a large stack of pizza donated by the sponsor disappeared within moments. The Yacht Club's Captain of Sailing, Guy Eldridge, said, "I am especially grateful to Virgin Queen, who have generously donated sufficient prizes to ensure that each competitor received something, as well as to the Race Committee of Diane Lewis and Sue-Elyn Eldridge who gave up their day so we could all get out on the water."

## ASW2008: And the Winners Are...

The winner of the Lord Nelson Trophy representing overall victory at Stanford Antigua Sailing Week 2008, held April 27th to May 3rd, is a newcomer: Benny Kelly's TP52, *Panthera*. She also took home the Curtain Bluff Trophy presented to the winner of the big-boat Racing I class. Racing I was also the domain of two of the more impressive yachts to compete in Antigua: George David's 90-foot *Rambler* and Mike Slade's 100-foot *ICAP Leopard*. A third Racing I yacht, Sam Fleet's Swan 601, *Aquarius*, received the Quin Farara Cup for third overall.

David Cullen's J/109 *Pocket Rocket* also received two prestigious awards, the Chippy Fine Yacht Woodwork Cup for top boat in the Performance Cruiser III and IV ranks, and the British Airways Trophy for supremacy in the Performance Cruiser III class. The Performance Cruiser IV champion, Gianfranco Fini's Comet 51, *Bellissima*, was presented with the Temo Sports Trophy for first-in-class, and the Helical Moorings Cup as runner-up to *Pocket Rocket* in the overall standings in those combined classes.

A host of other Division A boats in the all-out spinnaker racing classes received awards for winning in their respective fleets. They included Stuart Robinson's Swan 70, *Stay Calm*, which won Racing II and the Price Waterhouse Coopers Cup; Robert Swann's Marten 49, *Yani*, which won Racing III and the San Hall Trademarks Trophy; and the S&S 57, *Charisma*, which won Performance Cruiser I and the Big Banana Trophy. In the Racing IV, V and VI fleets, the overall winner in the combined rankings, for which they received the Global Bank of Commerce Cup, was James Dobb's J/122, *Lost Horizon*. The J/122 was also presented with the Air Canada Cup for winning Racing V; the Beefeater Trophy as Best Caribbean Yacht in Division A; and the Hightide Trophy as the Best Antigua Yacht in Division A — wow!

First overall in Racing IV was the Anteros 36, *Easy*, winner of the Henley Trophy. Winner of the Antigua & Barbuda Investment Bank Trophy, for besting the Racing VI fleet, was Philippe Champion's J/120, *Paulista*. A pair of multihulls earned prestigious awards: Calle Hennix's SeaCart 30 trimaran, *True Look*, which received the La Perla Cup for winning Multihull Racing, and John Kwitek's Gunboat 62, *Lickity Split 2*, which earned the American Airlines Cup for winning the Gunboat cat class. Altogether, nearly 100 individual prizes were awarded in 38 separate categories.

Clay Deutsch's Swan 68, *Chippewa*, was given the Budget Marine Trophy as the Overall Winner in the Racing Class of the Caribbean Big Boat Series.

—Continued on next page

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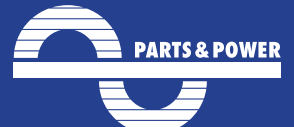
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—Continued from previous page  
*Stay Calm* scored the Antigua Breweries Cup for Best Swan in Division A, while its counterpart, Julian Sincock's *Swan 51*, *Northern Child*, snared the American Express Cup for Best Swan in Division B. In the Cruising Classes, Kent Mitchell's *Cape Fear 60*, *Blue Whale*, was the recipient of the Peter Deeth Cup as top boat among the Cruising I competitors, and Michel Teerlinck's *Crowther 40 cat*, *We Two Are One*, earned the Admirals' Inn Trophy as the leader of the Multihull Cruising fleet. Carsten Jacob's *Sun Odyssey 49*, *Beluga V*, won the Gold Fleet prize for the Bareboat Charter classes, and was presented with The Governor General's Cup as the best of the best charter boats.

Finally, longtime judge Arthur Wullschleger, who this year served as the jury arbitrator, was given the Jan Santos Trophy, named for Sailing Week's vice-chairman, for his long-time distinguished service to the regatta. Race organizers are already turning their

attention to the event's 42nd regatta, which is scheduled for April 26th to May 2nd, 2009.  
 For complete results visit [www.sailingweek.com](http://www.sailingweek.com).

#### Virgin Islands' 13th Dolphin Derby

Carol Bareuther reports: The third time was a charm as on April 27th three schools of fish provided Carl Holley and *Triple Secret* with the Top Angler and Top Boat prizes respectively at the 13th Annual Offshore Marine Dolphin Derby, hosted by the US Virgin Islands Game Fishing Club.

Thirty-four boats and 143 anglers fished the one-day tournament out of St. Thomas. Holley, a St. Croix-based sportsfishing charter captain, won Top Angler and pocketed US\$1000 with the catch of a 38-pound dolphin.

"We left Frederiksted at 7:30AM, headed north, working our way towards St. Thomas," says Holley. "Along the way, we saw birds and then we'd see the schools of fish. We caught five in the first school, three in the second and six in the third." It was the third and final

*Triple Secret* also landed the Top Boat prize of US\$1000, based on total number of fish caught, with 14 dolphin. The \$25,000 grand prize for dolphin over 55 pounds went unclaimed. "We caught a 66-pounder and 78-pounder on charter last week," says Holley, "so I know the big ones are out there." In total, the tournament fleet caught 54 dolphin for a total weight of 1,197 pounds. Anglers and guests at the Awards Ceremony enjoyed a portion of the catch.

Tournament sponsors were Offshore Marine, Yamaha and Yanmar distributors, and Premier Wines and Spirits. This Dolphin Derby is the second of the Budget Rent-A-Car Small Boat Tournament series. The next event hosted by the VIGFC will be the 45th Annual July Open Billfish Tournament, July 15th to 17th.  
 For more information visit [www.vigfc.com](http://www.vigfc.com)

#### Guadeloupe's First 'Poker Run'

Stéphane Legendre reports: For its first edition, the Guadeloupe Poker Run was a royal flush! On May 3rd, 19 offshore motorboats gathered at Marina Bas-du-Fort in Pointe-à-Pitre to race. They came from Martinique, St. Lucia, St. Martin and, of course, Guadeloupe. Weather conditions were ideal: flat seas and sunshine.

"Poker run" competitions are based on the card game. Each participating boat navigates a carefully charted course, stopping at five checkpoints along the route to pick up a sealed envelope containing a single playing card. The itinerary was the following: Marina Bas-du-Fort, Sainte Anne (Club Med resort), Les Saintes, Anse Colas, Marina Bas-du-Fort. At the final checkpoint, the cards are checked in. During the gala banquet the envelopes are opened and the crew holding the best poker hand is declared the winner!

#### POKER RUN RULES

Absolutely no alcoholic beverages consumed until the Poker Run is over.

All participants must wear personal flotation devices. Drivers must wear kill-switch lanyards while boat is underway.

No sitting on top of the seats or sun pads while boat is on the plane.

Starts are by groups, based on speed.

Medical/rescue personnel onboard at least one boat in every group.

No passing the pace boat before the start flag is dropped.

Minimum separation of 100 feet fore and aft and 50 feet side by side between boats on plane.

—Continued on next page

DEAN BARNES



Heavies. These anglers caught the ten heaviest dolphin at the USVI's 13th Annual Offshore Dolphin Derby

school that yielded the biggest dolphin of the tournament. "I saw him come up behind the boat and threw him a sprat. He went for it." Tournament rules allowed for live baiting.



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—Continued from previous page

Written instructions/charts handed out by organizers with appropriate speed and safety notations. Strict speed limits in congested areas.

No boats under 28 feet. The winner of this first edition was *Golden Boy*, a Fountain 38 manufactured in the US and owned by



Left: Show those hands! Playing cards, not speed, determine the winners of this fun event

Ludovic Claret, who now qualifies for the Miami run. Second was *In God We Trust*, a locally based X'trême 36, owned by Arnaud Audebert. Third was *Red Neck*, also an X'trême 36, owned by Xavier Remonneca. Organizers are hoping that Guadeloupe will be hosting the Poker Run World Tour next year. Boats from all the Caribbean are most welcome!  
For more information, contact [barbara@atmosphere-antilles.com](mailto:barbara@atmosphere-antilles.com).

**Earthrace Zooms Through**

A powerboat running on bio-fuel made two Caribbean pit stops last month during its attempt to break the round-the-world speed record while promoting the use of sustainable fuels. *Earthrace* is a 78-foot wave-piercing trimaran that runs two

540-horsepower Mercruisers exclusively on biodiesel, and has a net zero carbon footprint, making it one of the world's most environmentally friendly powerboats.

Having set out from Sagunto, Spain, on April 27th, and stopping in the Azores, she arrived at San Juan, Puerto Rico on May 4th, two days ahead of the existing record of 74 days, 23 hours and 53 minutes set in



Right: Earthrace... can she run on coconut oil?

1998 by the British *Cable & Wireless* team. Her next stop was Shelter Bay, Colon, Panama.  
The Panama Canal Authority ensured a swift journey through the canal for *Earthrace*, which completed its 12-hour transit on May 10th. "We're all really grateful to the Panama Canal Authority for speeding up our route through the canal," says skipper Pete Bethune. "This is high season in the canal and demand to get through can often result in a backlog of a number of weeks, so to only lose a day is a massive boost for our world record attempt. We wouldn't have been able to do it without the amazing local support we have received."  
You can find out where *Earthrace* is now by going to [www.earthrace.net](http://www.earthrace.net) and clicking on the 'Where is *Earthrace*' globe.

**2008 Scotiabank International Optimist Regatta**  
Carol Bareuther reports: The Scotiabank International Optimist Regatta, celebrating its 16th year, is hailed as the regatta that launched the current wave of interest in Optimist sailing in the Caribbean.  
This year's St. Thomas Yacht Club and Virgin Island Sailing Association-hosted regatta is set to sail June

19th to 22nd. "We are hoping to break the 100-boat participation mark this year," says regatta director Cindy Hackstaff. "Our regatta is a great way to practice for the Optimist North American Championships, which start June 28 in Curaçao." Sailors from eight to 15 years of age are expected from all three US Virgin Islands, the BVI, Puerto Rico, Venezuela, Anguilla, Argentina, Canada, Germany and the US mainland.  
The pre-regatta activities begin June 16th and run through June 18th, when top international coaches will teach a three-day instructional clinic. "The idea of the clinic is to offer high level coaching to a wide range of skill levels, from medium to high level sailors," says Agustin "Argy" Resano, who is heading up the clinic with Optisailor coaches Gonzalo "Bocha" Pollitzer and Manuel "Manny" Resano, as well as Leandro Spina from the No Excuses Sailing Team in Florida.  
—Continued on next page



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Trophies will be awarded to the top five in each fleet and top three overall. Additional trophies include the Peter Ives' Perpetual Trophy, the Chuck Fuller Sportsmanship Award and the Top Female Sailor. The Sea Star Perpetual Trophy will be inscribed with the names of the sailors on the winning team.

For more information contact Cindy Hackstaff at [cindy@styc.net](mailto:cindy@styc.net) or Bill Canfield at [wkanfield@gmail.com](mailto:wkanfield@gmail.com). For the Notice of Regatta and Registration Forms visit [www.styc.net](http://www.styc.net).

#### Caribbean One-Design Championship

The Caribbean's most competitive sailors will meet in St. Maarten at the 7th annual Caribbean Keelboat Championships on June 21st and 22nd. Thirteen teams are already signed up, including competitors from St. Lucia (Mike Green), the USVI, the BVI (Emma Paul), Grenada (Robbie Yearwood and Mark Solomon), St. Maarten (Bernard Sillem and Robbie Ferron), Puerto Rico and Trinidad (Paul Armon and Donald Stollmeyer).

Chris Rosenberg of the US Virgin Islands has won this event for the last two years. Another sailor to watch out for will be Efrain "Fraitito" Lugo of Puerto Rico, who has won more Rolexes than he has crew! St. Maarten sailor Frits Bus, who placed second last year, may change history as no St. Maartener has yet won that island's most competitive sailing event.

For the official Notice of Race visit [www.tropicalsalloff.com](http://www.tropicalsalloff.com) or contact Cary Byerley at [director@bigboatseries.com](mailto:director@bigboatseries.com).

#### Young Antiguans Go Sailing

Sailing is fun, as demonstrated recently in Antigua by the Jolly Harbour Yacht Club Youth Development team. Eleven youths from the Junior Achievers after-school programme run by Neikeisha George, as well as several younger children, took part. This brings the total who have had free sailing experiences to well over 40. Schools represented include Antigua Girls, Antigua Grammar, Antigua & Barbuda Institute of Continuing Education, Clare Hall, Christ the King,

Princess Margaret and Pares Secondary. Many have come back to repeat their learning experiences and several are already keen racers, which is encouraging for the future of Antiguan crews. Thanks to some of the Junior Achievers on board Rick Gormley's First 38

who would like to sail through the summer.

For more information visit [www.jhycantigua.com](http://www.jhycantigua.com).

#### 20th Bastille Day Kingfish Tournay

The 20th Anniversary Bastille Day Kingfish Tournament — the one-day inshore fishing tournament that offers the best prizes and attracts more participants than any other of its kind in the Virgin Islands — will take place at Hull Bay Hideaway, St. Thomas, on July 13th. Fishing starts at 5:30AM and ends at noon, when the beachside party begins.

First organized by the Northside Sportfishing Club in 1987, the tournament last year attracted 243 anglers (including 34 junior anglers) aboard 63 boats. In one of many prize categories, Nikolas Murdjeff, aboard a Waters Edge Sports boat, reeled in the Largest Kingfish, a 32.54-pounder and took home prizes that included US\$2,000 in cash.

The Annual Bastille Day Kingfish Tournament is one of many activities that celebrate French Heritage Week. Besides being a fun-packed day for the whole family, the Tournament benefits the Joseph Sibilly School, St. Thomas Rescue, The American Red Cross and The Family Resource Center, as well as providing college scholarships for students of French descent.

For more information phone Monica Lester at (340) 774-5206.

#### It's Curaçao's Turn!

Heineken-sponsored regattas are famous throughout the Caribbean. Now Heineken Curaçao and Curaçao Sailing Festival announce the first Heineken Regatta Curaçao, which will be held November 7th through 9th. Curaçao, situated nicely below the hurricane belt, is the perfect spot to kick off the season.

This regatta will be surprisingly different, therefore the slogan: "Real different!"

All events and races will be in and around the harbor and bay of the historical city of Willemstad. All boats will be racing in the center of Willemstad and in the open sea in front of the city — what a spectacle! For more information see ad on page 17.



Jolly Harbour Yacht Club members give Antigua's Young Achievers some hands-on sailing experience

*Elethea*, she sailed into fourth place at one of the regular JHYC races.

While the schools are on summer vacation, local young people will be learning to sail their own boats at Jolly Harbour under the watchful eye of Jolly Harbour Yacht Club, who will provide free learning opportunities and safety boats on the water. Several sailing dinghies are now available for the project, and more are on the way. Local sailors and JHYC members were particularly happy to take delivery of a Sport 16 dinghy donated by SunSail at Hodges Bay. This ensures that the JHYC Youth Programme will go from strength to strength this summer. JHYC is grateful for any support by way of dinghy parts, professional training for local instructors, storage and catering. JHYC would also be very pleased to meet more young people

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# Haiti: A Step Back in Time

by Phil Chapman

Our plan was to leave Venezuela and cross the Caribbean to the Dominican Republic, there to meet our friends Chris and Tony aboard *Waylander* before sailing west to Haiti, Jamaica and Cuba.

Having left Puerto La Cruz on the Venezuelan mainland, we made our way to Porlamar on Isla Margarita, a great place for shopping, provisioning and meeting new friends. This stop also allowed us to catch up with e-mails and other cursed internet needs (the modern sailor's vice), courtesy of Robert the "WiFi Guy".

We spent longer in Porlamar than planned, meeting up with old acquaintances as well as new, but the day came for us to move round to the north of the island into the harbor of Juangriego. From there we would sail to Isla Blanquilla to wait for a weather window. As we left Porlamar we said our good-byes to Carl, who regularly gives cruisers weather information in and around the Caribbean, Robert the WiFi Guy, and Laurie on *Minshara* who, as we left, was offering English-style steak pies for sale via a local baker. I believe Laurie's call sign is now "Buy Pie Guy"!

We spent the night in Juangriego before sailing to Blanquilla the following day. The sail to Blanquilla was good, if a little intense. We had winds of 20 to 25 knots on the beam and eight-foot seas on the beam, but the passage is only 60 miles and we managed it in just less than eight hours. We didn't want three more days and nights of that en route to the DR, so we decided to wait for calmer seas.

Blanquilla is a beautiful small island, with clear waters, good snorkeling and white sandy beaches. We hoped we would get the desired weather window to the DR in a couple of days, but that was not to be: a cold front moving across North America stalled and didn't give us the seas and wind we wanted for two weeks. Blanquilla's not a bad place to be stranded, but we did want to meet our friends.

Finally the window we hoped for arrived, according to the forecasts and GRIB files: 15 to 20 knots, seas



*'We made our way through shallow waters into THE most beautiful anchorage...'*

six to eight feet decreasing. Well, that we had for the first 12 hours, but then the weather steadily got worse. On the second day out we had 25 knots of wind and the ten-foot seas were gradually building. We had the third reef in the mainsail and no headsail, and were doing eight knots.

Nevertheless, after three days we finished the 470-mile trip to Casa de Campo Marina in the Dominican Republic, where we were welcomed by our friends aboard *Waylander*.

What a marina this is — outstanding in quality of facilities and the staff that run it. Frank Castillo, the

man in charge of the marina, welcomed us in, showed us around, and treated us as if we were old friends. Casa de Campo covers thousands of acres; you can rent golf buggies to get around it. They have the usual facilities of fuel, laundry and supermarket, plus many other shops, bars and restaurants, a swimming pool, and even a cinema with English films. La Romana, the charming local town, is only a short cab ride away. The marina doesn't appear on many charts but it is a place not to be missed.

—Continued on next page



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After a few days *Chaser* and *Waylander* moved on to another marina, one not on our charts, at Boca Chica, another beautiful location protected behind a reef. They, too, have many facilities, some not yet fully up and running, although nothing compared to Casa de Campo. Still, if you like marinas, this is another one not to be missed.

We stayed in Boca Chica for a couple of nights before moving west to an anchorage at Las Salinas, to be our

Our destination in Haiti was a small island a couple of miles offshore called Ile-à-Vache. This we understood to be a calm and safe anchorage. We arrived the following day (Friday) about 1300 hours, making our way through shallow waters into THE most beautiful anchorage. (Stay on the port side of center while entering the bay on a north-to-south heading.) We were immediately surrounded by young lads in dugout canoes made many years ago from mango trees. Our experiences in the more touristy islands put us on our guard because boat boys there often just want to sell

had to pay overtime. We were not happy about this scam, and we told them so in no uncertain terms.

French and Creole are the languages commonly used here, but we were surprised by the number of lads that spoke English or Spanish. Samuel, Jon Jon, Carmar and Kiki, all nice genuine guys, were ready to help and fetch — for a small cost, of course, but nothing outrageous. They didn't even ask for money; anything was gratefully received.

Ile-à-Vache is absolutely beautiful. "A step back in time" is a cliché, but I'm sure that, apart from the population, little has changed in the last 200 years. This island is home to approximately 20,000 people. There is no electricity, pipe-borne water or sewage system, there are no shops, cars or roads, although there are two motorbikes. Everyone walks everywhere to fetch everything. The people are the most friendly we've come across. They loved to see us and we couldn't walk anywhere without someone tagging along explaining what we were seeing and where to go.



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Ile-à-Vache (Cow Island), at lower left on the map, is about eight miles (13 km) long and two miles (three km) wide

Right: Ile-à-Vache contains many small villages, some of which have a schoolhouse



last stop in the Dominican Republic. *Waylander* needed a part for their depth sounder which was to be available in Santa Domingo within a couple of days, so waiting in this lovely, well-protected anchorage with its charming, unspoiled village along the shoreline was not a problem. After four or five days we pulled the anchor and moved west. Next stop, Haiti, the land of poverty, violence, political unrest and voodoo. We left Las Salinas at sunrise for our 200-mile sail.

over-ripe bananas or stale bread. But these guys came to welcome us and even bring us a gift, albeit a coconut. They said that if we needed anything, to give them a call (by name) and they would try and help.

Our first question was regarding checking in to Haiti, and William, one of the boat boys, told us it wasn't necessary if we were staying only a few days. However, come Sunday (the day before our departure), William brought the Customs man to us, for which we

The anchorage is idyllic, calm and protected with lovely views. Unfortunately, we arrived shortly after a local woman had died. The coffin was being paraded around the anchorage in a motorboat from the mainland full of mourners, all wailing and screaming, throwing dust to the waters and, we later learned, some of them working themselves into a trance-like state, to such an extent that it took three people to hold them down. Spooky! We were glad it wasn't happening at night.

—Continued on next page

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Port Morgan is the name given to the anchorage. Ashore is a hotel also called Port Morgan; the hotel and surrounding gardens are owned by a Frenchman who started building this project 20 years ago. He also takes care of visiting yachts and he can be called on VHF channel 06 for entry instructions and check-in — without overtime fees, we later found out.

Our first duty after dinghying ashore was to take some refreshment at the hotel: beers all round. We had a chat with the owner, who explained how he started the hotel and what facilities were available. The hotel has a large generator, for which fuel has to be brought from the mainland (as does everything else, apart from some fruit, meat and fish). The hotel — with electricity, air-conditioned rooms, en suite facilities, a small swimming pool, even a mobile telephone and internet via satellite — was the only semblance of modern civilization we found, apart from an orphanage farther round the coast.

The next day we took a walk to Madame Bernard, the main town. It was a two-hour walk each way, so we put on our hiking flip-flops and marched onward. Directions weren't a problem. Although there were many tracks, every hundred yards or so a child tagged along with us, telling which path to take. We passed through many villages of one-room houses with straw roofs and no furniture to speak of. Some of these villages have a schoolhouse. The people were all working — either washing or mending fishing nets. All came to say "bonjour". I've never spoken so much French in my life, although *bonjour* is about all I know. The villagers carry their water from wells. That's women's work, of course: even girls as young as ten years old carry water on their heads in five-gallon jugs up and down the hills for a mile or more.

With tired legs and feet we arrived at Madame Bernard. Wow! There aren't many towns like this in the Caribbean. There were many houses, maybe 12 feet square, where families lived. There were no shops to speak of. Some people had beans or rice for sale on a chair or stool outside, and apparently they have a market each week selling fruit, meat and fish. The more wealthy-looking buildings were the few churches, a couple of schools and, alongside one of them, a cockfighting arena. It really was a step back in time, as though we had jumped out of a *Tardis* from the science fiction television programme, Doctor Who.

We walked on through the town to the St. Francis orphanage. We don't have many photos of the town or the orphanage; we felt a little uncomfortable flashing

expensive cameras around. In the orphanage they do an amazing job looking after handicapped children and orphans. The few volunteers work tirelessly through the year, educating and teaching skills such as sewing, metalwork and carpentry. The orphanage has its own workshops where they make furniture to sell on the mainland to raise a little extra cash to fund

these kids make it I don't know, especially with ten pounds of water on their heads. Our usual walking exercise, of course, amounts to 40 feet forward and 40 feet aft along the deck of our boat on a good day, so we were beginning to tire.

Arriving back at civilization (the hotel) our steps gained a little speed with the wafting scent of food and



'We walked hand in hand with the acquired children...'

the school. In the kitchen, all meals were cooked over log fires using supplies donated by the United States and France. The classrooms for all grades were very well laid out. Teachers are hard to find, but somehow they manage. The staff here does an amazing job, something I personally couldn't do.

We said our good-byes and wished good luck to the staff, Chris and Tony gave a few little toys and playthings such as marbles and jigsaw puzzles, and we left some pencils and balls for the kids. Seeing children's faces light up with the gift of just a marble each was a humbling experience.

Our walk back took us along the same route, still with "our" various village kids attached. By this time our feet and legs were really beginning to ache. How

the prospect of some coldies. Hand in hand with the acquired children, we all went in for a welcome drink. We then said *au revoir* to the kids — several times, for they were a little reluctant to leave us. I think one or two really thought they might have the opportunity to come away with us back to England. They did ask.

Ile-à-Vache, Haiti. It really is a must-see place. We'd love to return.

Back on board we had an early night preparing the boats for an early departure for Jamaica, another "dangerous" place, so we're told. But more on that next time.



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Navigating the good life

# Dajabón, Haitian Market

by *Jacquie Milman*

While awaiting the end of hurricane season in the secure harbor of Luperón in the Dominican Republic, my husband, Chris, and I had the opportunity to visit a Haitian market. Up early to be at the marina at 6:00AM, we joined our friends Dave and Eye Lander for a trip to the town of Dajabón. (I'm not usually up that early, and the sunrise was magnificent.) Dajabón is one of three points on the border with Haiti where, twice a week, on Mondays and Fridays, there is an open-border market.

On the way there, in a tunnel through a small mountain, there was a smell — stagnant water? Sewage? No, pigs! As we exited, we could see that the truck in front of us was filled with fat, pink and brown-spotted pigs.

Encountering new territory for us, we saw rice fields, onion and garlic fields, and lots of goat ranches. Julio, our driver, says where the land is not good for crops, they raise goats. Also, once the rice is harvested, the goats are turned loose to clean those fields.

The Haitian market was awesome. I have never seen such a melee of people, pushing, shoving, shouting, moving in every direction, hawking their wares and looking for the best bargain. Men pulled or pushed wheelbarrows and carts loaded to the sky with 50-pound bags of rice, pasta, styrofoam plates and boxes, eggs, crates of chickens. Women carried skyscrapers of eggs, clothes, boxes, crates and bags on their heads. There were boxes of chicks, live hens, bagged chickens (all parts included), sausages, hats, shoes, underwear, etcetera. It was a wondrous, frenzied madhouse of activity.

At the border is the Massacre River, which separates the two countries that share the big island of Hispaniola: Haiti and the Dominican Republic. There is a bridge spanning the water, but the riverbed is mostly empty or very shallow and, like the Mexicans at the Rio Grande, people simply walked across the river instead of taking the bridge. There is a huge arch on the Dominican side of the river and a gigantic gate that is normally padlocked, but stood wide open today. There was a constant stream of people going in both directions.

The market works by bartering as well as selling items for cash. The Dominican Republic is an agricultural country, supplying eggs, chickens, rice, fruits, and vegetables of every kind. The Haitians bring manufactured goods, mainly clothing and shoes, but also small appliances such as radios and televisions, pots and pans, etcetera.

There are moneychangers to be found throughout the market, who exchange Dominican pesos for Haitian gourdes or vice versa. Images from the Bible of moneychangers being cast out of the temple flickered in my head.

The Dominican officials allowed us to walk out onto the bridge to look and take some photos. On the bridge were Haitian officials. Using English, Spanish and French, we managed to communicate with them a little and they allowed us to walk all the way across to say we had really been in Haiti.

We walked up and down the crowded aisles for sev-



A constant stream of people going in both directions at the border

eral blocks, taking in the colorful scene. Then we found a bench by the town square and sat to rest a bit, and eat an orange purchased from a street vendor to refresh ourselves. Julio, our driver, was going to go to get his taxi driver's license renewed and said he'd meet us at that spot (right across from the fire station) in an hour. We sat for a while, watching the stream of people passing. Obviously foreigners, we drew a steady throng of vendors trying to sell us an assortment of goods. One woman had baby shoes and Dave just shook his head as he held up his big foot alongside the tiny shoes. The woman smiled slyly and pulled out men's tennis shoes from behind her back!

The market is confined to a certain area, but many Haitians wandered beyond the boundaries and police would push them back if they didn't go with just a word. We saw one policeman hitting a woman with a strap because she refused. A young man was walked away in handcuffs. By the end of the morning, though, the authorities often just ignored the transgressors, tired of trying to keep them within the market borders. I would imagine that a certain number manage to slip through and remain in the Dominican Republic. On the highway back to Luperón, there were several checkpoints. They just waved us through, but Julio says if there are any black people in the car, they will stop you and make everyone get out, and search you and the vehicle.

Energy restored, we walked around some more. We stopped at a couple of auto parts stores and found the fuel pump Chris needed, so we bought that — our only purchase, other than fruit and drink.

Julio returned, having been unsuccessful in getting his license renewed — computers were down, there was a LONG line, so he didn't wait. We had seen as much as we wished, so we headed back, stopping in Monte Cristo for lunch at the Coco Mar Restaurant. Right on the water, we sat outside where it was cool in the breeze. This area is a primary goat-raising area, so Chris and I both ordered goat. With it came salad, avocado, beans, rice and fried plantains. We were stuffed by the time we finished.

After lunch, we stopped for a photo op at El Morro, a scenic rock in the ocean, part of a national park. Then we retraced our path back to Luperón.



Above: People simply walked across the river to the market

Below: I am the egg man



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Marsh Harbour is the main settlement on Great Abaco and the largest in the Bahamas except for Nassau. There are several stores and shops, two fairly large grocery stores, hardware and marine stores, lots of restaurants, hotels, an airport, and even a traffic light! Located in a container is Buck-A-Book, where my husband Chris and I traded books and videos for our onboard entertainment. On a little road leading away from the waterfront is Darville's Straw Industries, where well-crafted woven items are available for purchase. Like many island ventures, it is in a little house. The Jib Room, the restaurant at Marsh Harbour Marina, hosts a weekly barbecue night, which readily became one of our favorites.

At the dinghy dock we met a colorful character named Sampson, a Haitian who is always there, barefoot, under the shade of a tree, carving. He did a great song-and-dance number for us about how he carves, hasn't bothered us before but now it's time, talk to me, no not later, right now, leave me ten dollars deposit for a carving, pay the rest when we pick it up, a lovely parrot for the lovely lady. He was hilarious and really working for a sale. He helped us load our groceries and told us, "I'm not looking for a tip." Chris asked how much more for the carving. Forty dollars. Chris looked at me and I shook my head no — that's too much! Sampson brought the price down to \$40 altogether, but indicated that the parrot would be smaller. He continued his nonstop banter as he saw Chris's resolve weakening. Finally Chris caved in and gave him the \$10. Sampson began dancing, short dreadlocks bouncing.

The following day as we neared the dinghy dock, Sampson pulled up alongside us on a bicycle and asked me, "Did you know he (Chris) got me drunk?" He had blown the \$10 we gave him on a bottle of rum, which was jutting out of his back pocket. He was high and happy.

A few days later, when we arrived at the boat dock to dispose of some old cushions, Sampson was under his tree. He asked if I was throwing those pillows away. "Yes, do you want them?" I asked. He did, as I had figured he would. If he hadn't been there, I'd intended to leave them for him. He said he couldn't carve our parrot right now because his foot hurt. He showed us where he had a boil. A doctor needs to lance it, he told us, but he doesn't have any money. He could do it himself, he mused aloud, but needs pain-killer first and has no money. He asked us to bring him a pint of Bacardi when we came back. When we were out of earshot, I laughed and told Chris, "This is going to be an expensive parrot."

A couple of days later, Chris came back from a trip to town with the carved parrot. I was pleasantly surprised — it was quite good. Sampson even carved his name on the bottom, so it's a "signed" piece.

Parrot in hand, we moved on. A short distance north

## The Bahamas: GREAT ABACO

by Jacqueline Milman

tent there for a while. It is only a short walk to the beach and there is an old lighthouse on the hilltop to which you can climb. There is also a museum and the studio of an American sculptor, Randolph Johnston. We anchored there while watching for a weather window to make the trip to the Exumas.

There were ducks paddling near a boat moored just behind us, but the people aboard were ignoring them. I got some bread and lobbed one piece long. One of the ducks saw it and made a beeline, the others quickly following. The next morning, three of them came to our boat, checking things out, so I got some more bread and fed them.

Pete's Pub is a well-known boaters' beach hangout



Sunset at Marsh Harbour. As well as a cruising destination, this is the one of the finish lines in July's annual Regatta Time in Abaco

of Marsh Harbour is Treasure Cay. In October, 2005, we rode out Hurricane Wilma here. There are a couple of small strip malls and a beautiful beach where we found Coco Beach Bar and stopped for refreshment. Curly-tailed lizards abound in the Bahamas and Treasure Cay was no exception.

We rented a car one sunny day and toured the southern part of the island, going to Cherokee, Little Harbour, and Sandy Point. The landscape is pretty boring — flat, with pine trees and nothing else.

Little Harbour is neat, though. It has a snug little anchorage with a white sand beach; we could be con-

and there was to be a jam session there one afternoon. Two of the ducks came begging just as we were ready to leave, so we delayed until I could give them some bread. When we arrived at Pete's, a couple from another boat was playing guitar and keyboard while others joined in singing. It was a fun evening — another good experience in Great Abaco.

For more information on the Abacos visit [www.go-abacos.com/cruiseguide](http://www.go-abacos.com/cruiseguide) or get a copy of Cruising Guide to Abaco, Bahamas by Steve Dodge, ISBN: 9780932265869.















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Tales of Cap'n Dicko:

# ARUBA TO CARTAGENA

by Richard Blamey

My first and only wife, Jennifer, and I sailed away from the South of France seven years ago and are now in Cartagena, Colombia. Our boat, *Sanjola*, is a 2001 Bavaria 42 Ocean.

Well, according to the pilot books, the passage from Aruba over the Guajira Peninsula on the Venezuelan/Colombian border is the fifth worst passage in the world. So we checked all the pansy internet weather sites for what the Americans call a "weather window". We found one and set off on January 28th, at the height of the tradewind season. We had not sailed for over a year. People cried from the dock, "The pointy end goes in front." Very funny.

It is a 450-mile journey to Cartagena from Aruba and we decided to do it in one hop. Three nights, easy for ex-Atlantic travelers,



Above: *Sanjola* at Renaissance Marina with Jennifer on the stern, preparing the boat to leave Aruba

Below: Me and the 'Colombian pirate' crew at Club Náutico, Cartagena



Wind, sea and current join forces to make the trip from Aruba to Cartagena a challenge — especially when the tradewinds are up

blah, blah, blah. The first two nights were fine, and then the wind sprang up. 30 to 40 knots up the tail. All was well until the autopilot went tits up. Suddenly, I was driving the boat by hand all by myself. Jennifer was wonderful; she found what the Royal Navy pilot book called a "banana boat port", Santa Marta, on the Colombian coast. We changed course and anchored in the bay.

We imagined that the port would be full of Harry Belafonte look-alikes carrying bananas on their backs and singing calypso music: "Day-o, day-o, daylight come an' me wanna go home." A banana boat was actually there: the biggest container ship I have ever seen in my life, painted bright yellow with "Fyffes Bananas" written on the side.

Having no autopilot, plus a very stiff rudder, made it too difficult for Jennifer and me to sail onward alone. Two "Colombian pirates" off the beach took a liking to us. The two men, aged 27 and 31, ran a workboat in the Santa Marta harbour. They acted as ferrymen to take us ashore. We asked one to help us sail to Cartagena. The other pirate said, "I want to come, too." Jennifer said, "Okay, then." Then he brought his wife on board to visit; she was 25 and spoke perfect English. Jennifer said, "Why don't you come along as well?" We liked all of them and felt that they were safe. They had never sailed, but the guys were experienced boatmen so I felt that they



could helm the boat okay. They proved to be excellent crew and are still good friends.

At Santa Marta, the only weather forecast we had was from NOAA, which is very global. The local guys and Guarda Costas thought that it would be okay, so the five of us set off for Cartagena. If the forecast had been bad, the weather was even worse. The first day the wind blew 30 to 35 knots with eight- to ten-foot seas. Interestingly, the second day gave us perfect sailing weather, although the NOAA forecast for each of the days had been identical.

We crossed the mouth of Rio Magdalena, navigable for 800 miles. If it was the Thames, you could sail up it across Wales and right past Ireland!

Eventually we got to Cartagena in one piece. Lots of parties. Said goodbye to the "pirates", who caught a bus home. (Can you imagine Cap'n Jack Sparrow catching a bus home?)

The fin-type rudder fitted to the Bavaria has a lower bearing at water level. It had seized. We dropped the rudder in a boatyard here in Cartagena and the local craftsmen sanded the stainless steel rudder shaft and the plastic bearing until it was a smooth fit. Excellent now.

The autopilot is still under investigation. Now back to sipping local rum!

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# A Little Off the Rhumb Line:

# Colombia's Top Ten

by Chuck Cherry

**THERE** is a TV show called "Fear Factor". I imagine you have heard of it. It seems a little overdone to me, but I guess there are enough people in the world who are afraid of heights, snakes and bugs, and eating the entrails of various animals, to make it go. I personally am a proponent of rational fear, especially when sailing around on the deep blue sea. But I think sometimes it's true that we have nothing to fear but fear itself.

Traveling in Colombia is a little like being a contestant on that show. They always use safety lines on the high-altitude stunts, the snakes and bugs are the kinds that don't bite, and this is not the only country where tripe is a staple. With a few minor precautions and acceptance of a certain amount of inconvenience, you will find Colombia to be a great place for adventure.

First, let's look at a couple of the negatives. Then I'll give you the top ten reasons you should go to Colombia.

Colombia is roughly divided into four parts. One part is controlled by the government, police, military, etcetera. This is the part we visit: the big cities, the resorts, and the high mountain areas around Bogotá. The other three quarters are controlled by guerilla factions. These are the parts we don't visit. But why would we? These parts are the jungle where mosquitoes and cocaine grow. The only possible temptation to venture out of the safe zone would be to travel by bus to another safe zone. The safe zones are very safe, with lots of visible police and military all around, starting with the navy in Cartagena. If you think about it, even well-paid guerillas need a neutral zone for a vacation once in a while.

A real hazard is driving. In general, you want to forget about it. Crossing the street is exciting enough. Taxis are cheap and, for thrill-seekers, motorcycle taxis are even cheaper. Colombians have a unique style of driving that takes years to perfect. So leave the motor-scooters on the boat and only rent a car to drive in the mountain safe zones.

For better or worse, the price of everything is negotiable. Or you could say flexible. Or you could say there is a gringo price, a middle flex zone and a bottom price. This can be a real annoyance or an interesting game, depending on your attitude. You have to negotiate real hard for everything before you buy.

Speaking of money, there are some restrictions on Visa here and many businesses prefer MasterCard.

And, as always when traveling, the usual "don't be stupid" rules apply. The top ten reasons to go to Colombia, from ten to one, are as follows.

## Ten: Fishing

The Number Ten reason is the fishing. I love to fish, I love to catch fish, cook fish and eat fish. I've sport-fished all my life. So now if the boat is moving, I'm fishing. Those fishing lines just didn't sing well for me after I left the Greater Antilles, until I got close to Colombia. I still don't understand all about the migratory habits of Caribbean fish, but I do know that I catch more near Colombia.

## Nine: Nautical Stuff

Number Nine could be called nautical stuff, starting with the fact that Colombia is below the hurricane making it a year-round fun spot. Give or take February, the winds are favorable and almost predictable. The bay at Cartagena is easy to enter or exit, and well-marked. The fuel dock is easy and takes credit cards. The marinas are friendly, safe, convenient to town, and priced right. The more upscale Club Pesca has cement docks and fine dining, and caters to wealthy locals as well as transients. It tends to have more organized social events and acts like a gated community: you have to be invited to get in. My personal favorite is Club Náutico. The docks are wooden and the Med-style mooring "creative". It is more laid back and less organized. But it has the hang-out bar where everybody meets for happy hour, plus good food.

## Eight: Repairs

Number Eight could be part of number nine, but it's so good it gets its own number. You can get hauled out here in your choice of three or four yards. But the really big deal is that these guys can fix anything. And I mean anything. All those things that you would replace anywhere else can be repaired in Cartagena at a fraction of the replacement cost. A few examples: My little over-and-under Sears washer/dryer came with the boat (i.e. it's 15 years old). It finally died and Sears told me they don't make or keep parts that old. The starter-timer, a big and complicated-looking gadget with about 20 different colored wires, was completely worn out. The repairman came and ripped out the whole thing, with all 20 wires — basically the entire electrical insides of the machine — and replaced it with a used GE one he had in his shop. Now the washer/dryer works fine, for a total cost of US\$35.

My "entertainment center" finally gave way to salt-air corrosion. I was expecting to replace all the parts, but the repairman came and repaired five speakers, one CD player, one television, one VCR and one DVD player. Now they all say Sony on the outside but on the inside they are all different and none are Sony. And I got change back from my hundred-dollar bill. The list goes on, including the main circuit board for my Heart 200 inverter. Anywhere else, that little thousand-dollar board would be replaced. Here they cleaned it, put it under a big microscope and re-wired the fried part — for US\$25.

—Continued on page 31



In Cartagena you'll see lots of uniforms

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# 2008 Hurricane Activity Predicted to Be Above Average Again

by Teri Rothbauer

The renowned hurricane forecasters, Philip J. Klotzbach and William M. Gray of Colorado State University, warn that 2008 is likely to be an above average year for hurricane activity. Perhaps you have already given thought to plans for weathering the hurricane season safely; if not, now is the time.

PARAMETER	FORECAST	AVERAGE
Named Storms	15	9.6
Named Storm Days	80	49.1
Hurricanes	8	5.9
Hurricane Days	40	24.5
Intense Hurricanes	4	2.3
Intense H'cane Days	9	5
Accumulated Cyclone Energy	150	96.1
Net Tropical Cyclone Activity	160	100

The above table compares selected parameters forecasted on April 9, 2008 to the observed parameters averaged from 1950 through 2000.

Both the warmer-than-normal water temperatures in the Atlantic and the La Niña weather pattern during the 2007-2008 winter are similar to prior years (1951, 1989, 1999 and 2000) when above-average hurricane activity occurred. Klotzbach and Gray use these observations and other factors such as the weaker-than-normal Azores High and the reduced tradewind strength this spring, to generate their forecasts. The CSU professors admit their April forecasts have not been as accurate as they would like, but with hundreds of variables and interactive relationships in global oceanic and atmospheric conditions, forecasting is a huge challenge.

An early warning of the potential severity of the hurricane season is valuable to all who are living on, or leaving their boat, in the Atlantic Basin.

If you wish to read more about Klotzbach and Gray's forecasting techniques visit <http://hurricane.atmos.colostate.edu/Forecasts>.

## SOME USEFUL WEATHER INFORMATION SOURCES

**Atlantic Tropical Weather Discussion**  
[www.nhc.noaa.gov/text/MIATWDAT.shtml](http://www.nhc.noaa.gov/text/MIATWDAT.shtml)

**Atlantic Tropical Weather Outlook**  
[www.nhc.noaa.gov/text/refresh/MIATWOAT+.shtml/010919.shtml](http://www.nhc.noaa.gov/text/refresh/MIATWOAT+.shtml/010919.shtml)

**Caribbean Weather Information**  
<http://caribwx.mwxc.com/marine.html>

**Jeff Masters/Weather Underground**  
[www.wunderground.com/blog/JeffMasters](http://www.wunderground.com/blog/JeffMasters)

**Local Forecasts**  
[www.wunderground.com/cgi-bin/findweather/getForecast?query=piarco](http://www.wunderground.com/cgi-bin/findweather/getForecast?query=piarco)

[www.weather.com/outlook/travel/businesstraveler/tenday/TDXX0002?from=36hr\\_fcst10DayLink\\_business](http://www.weather.com/outlook/travel/businesstraveler/tenday/TDXX0002?from=36hr_fcst10DayLink_business)

These examples are for Trinidad, the former is for Piarco and the latter for Port of Spain (although neither is very good for cruisers in Chaguaramas). It's easy to get local forecasts for other islands on these websites.

**Offshore Waters Forecast for the Caribbean Sea**  
[www.nhc.noaa.gov/text/MIAOFFNT3.shtml?](http://www.nhc.noaa.gov/text/MIAOFFNT3.shtml?)

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

### Virtual Buoy from Buoyweather

<http://Buoyweather.com> — enter a virtual buoy location anywhere you want. Buoyweather uses the GFS model; it simply reports what GFS is predicting for your chosen location.

For a small fee you can have daily e-mails (either text or graphic format, your choice).

### WindGURU

<http://windguru.cz/int/index.php?sc=59> (has some pre-set virtual buoys — faster than Buoyweather, also GFS, but you can't set your own buoy)

### Other weather tidbits:

[www.srh.noaa.gov/srh/jetstream/](http://www.srh.noaa.gov/srh/jetstream/)  
[www.nhc.noaa.gov/marinersguide.pdf](http://www.nhc.noaa.gov/marinersguide.pdf)  
[http://en.wikipedia.org/wiki/Weather\\_forecasts](http://en.wikipedia.org/wiki/Weather_forecasts)  
[www.grib.us](http://www.grib.us)

Clayton's (see footnote) favorite weather book (so far) is: *Mariner's Weather* by William P. Crawford, Norton Nautical Books.

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



Hurricanes Jeanne and Karl, September 21st, 2004

NOAA PHOTO LIBRARY

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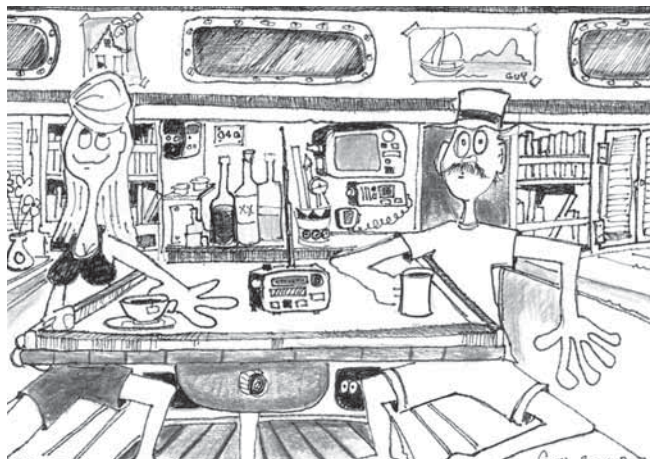
# BBC CHANGES MODES IN THE CARIBBEAN

by Teri Rothbauer

We may be cruisers living "away from it all", but occasionally it is nice to know how the rest of the world is doing. Recently the BBC stopped broadcasting its BBC World Report via shortwave radio. Fortunately they still broadcast via AM and FM stations on many of the islands throughout the Caribbean. Here is a handy list of stations with BBC broadcasts in the Caribbean

PLACE	STATION NAME	FM FREQ	AM FREQ
<b>Anguilla</b>	Radio Anguilla	95.5	1505
<b>Antigua</b>	Radio ZDK	97.1	1100
	ABS Radio	90.3	620
	Carib. Relay	89.1	
	Family FM	89.9/92.9	
	Carib. Lighthouse	92.5	1160
<b>Aruba</b>	Hit 94FM	94.1	
<b>Bahamas</b>	Cool 96 FM	96	
	ZNS	104.5	810/1540/1240
<b>Barbados</b>	VQB	92.9	790
	BBS	90.7	
	CBC 900	100.7/98.1	900
<b>Barbuda</b>	Family FM	88.9/92.9	
<b>Belize</b>	Love FM	95.1/88.9/98.1	
<b>Bermuda</b>	Radio VSB	106	1450
<b>BVI</b>	Radio ZBVI		780
	ZROD	103.7	
<b>Caymans</b>	Radio 1	89.9/93.9	
	Radio 2	91.9/105.3	
<b>Curaçao</b>	Radio Hoyer	105.1/101.9	
<b>Dominica</b>	DBC	88.1/89.5/103.2/103.6	590
	Joy FM	88.7/97.7/94.1	
	Kairi FM	88.7/93.1/107.9	
	ZGBC	90.7/102.1/106.1	740
<b>Grenada</b>	GBC	105.5	540
<b>Guyana</b>	NCN	98.1	
	Voice of Guyana		560
<b>Haiti</b>	Radio Lumiere	98.1	
<b>Jamaica</b>	BBC 104 FM	104.5/7/9/3/.1	
	Love FM	101.1/3/5/7	
	Hot 102 FM	101.9 FM	
	RJR	92/94.1	720
	KLAS FM	89.1/89.9	
	News Talk FM	93.1/.5/7/9	
	IRIE FM	107.7/1/105.5/1	
<b>Montserrat</b>	ZJB Radio	88.3/95.5	
	Family FM	89.9/90.9	
<b>St Maarten</b>	Voice of St. Maarten		1300
	Soualiga	99.9	
<b>Nevis</b>	Voice of Nevis Radio		895
	Family FM	98.3	
<b>St Kitts</b>	Radio ZIZ	95.5/9/96.1/9	555
	Family FM	98.3	
<b>St Lucia</b>	Radio St Lucia	97.3/7	
	Radio Caribbean	101.1	
<b>St Thomas</b>	WVGN	107.3	
<b>SVG</b>	NBC Radio	89.7/90.7/107.5	
	FIRST Radio	100.5	
<b>Suriname</b>	Ten Magic FM	88.1/88.7/103.7	
<b>Trinidad</b>	BBC FM	98.7	
	Radio Trinidad		730
	Radio News Net	104	
<b>Turks &amp; Caicos</b>	Radio T&C	101.9/103.9/107.7	
<b>USVI</b>	WSTA		1340
	WVWI Radio One		1000
	WSTX	100.3	970
	WRRR	103.5	1290/1620

See [www.bbc.co.uk/caribbean/institutional/frequencies.shtml](http://www.bbc.co.uk/caribbean/institutional/frequencies.shtml) for more details.



## SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0600	0200	NMG Broadcast	B	Wefax	USB
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Trinidad Emergency & Weather Net	3855	Voice	LSB/ham
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 2)
1100	0700	Caribbean Maritime Mobile Net	7250	Voice	LSB/ham (Note 3)
1110	0710	KP2G Caribbean Weather Net (George)	7086	Voice	LSB/ham (Note 1)
1200	0800	NMG Broadcast	B	Wefax	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 2)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 2)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
1800	1400	NMG Broadcast	B	Wefax	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net	7086	Voice	LSB/ham
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0000	2000	NMG Broadcast	B	Wefax	USB
0330	2330	Offshore Forecast	A	Voice	USB

Frequencies (in kHz):

- A) MNM, Chesapeake, 4426, 6501, 8764, 13089, 17314.  
Caribbean Sea approximately 25 minutes later.
- NMG, New Orleans, 4316, 8502, 12788.  
Caribbean Sea approximately 25 minutes later.
- B) 4316, 8502, 12788, 17144.5.
- C) 4369, 8788, 13110, 17362, 22804. Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

- Note 1:** An in-depth voice report followed by faxes and SSTV, except Sundays.
- Note 2:** Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit [www.caribwx.com/ssb.html](http://www.caribwx.com/ssb.html)
- Note 3:** George comes on at 0715 and gives a weather synopsis, then moves to 7086 and at 0730 gives the complete Caribbean forecast including rebroadcasting WEFX.

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.

The BBC no longer broadcasts on HF shortwave in the Caribbean, but BBC news is broadcast on many of the islands. See article on this page.  
News, entertainment and sports can be heard on US Armed Forces Network radio broadcasts at 5466.5, 7811, and 12132 Mhz. Voice of America broadcasts for 30 minutes, three times a day; at 0000UTC on 5890 USB, at 0130UTC on 7405, 9775 and 13740USB, and at 2100UTC on 11675USB.

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

Thanks to William Mills of Toucan I, Teri Rothbauer (and the Thin Man) of FREE, Dave Richardson of Overstreet, Bill Campbell of Alcheringa II, and the Pompas of Second Millennium for information, which was correct to the best of our knowledge as this issue of Compass went to press.

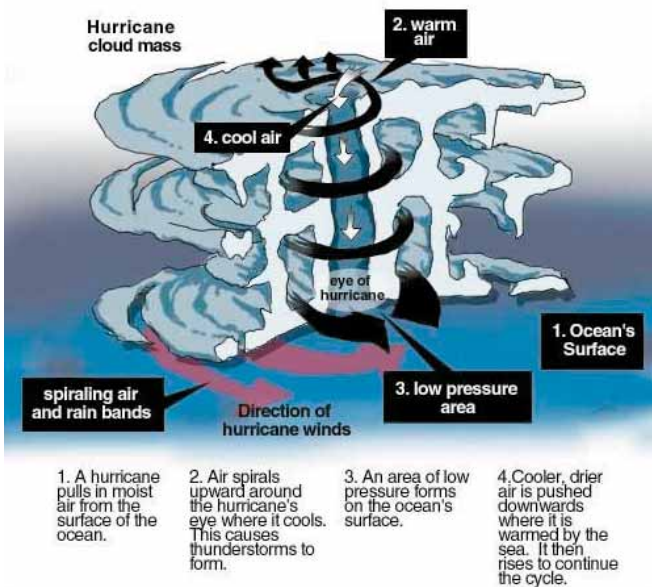
# Understanding Tropical Weather and Hurricanes

by Clayton Lewis

## What's a Tropical Wave?

The flow of the tradewinds in the band between the equator and mid-latitudes can be affected by land features. During the summer in particular, the strong contrast in Africa between the wet equatorial jungles and the dry, hot Sahara to the north has a powerful influence on the northern hemisphere tradewind flow. Think of the tradewind flow as a river and the African climate contrast as a writhing disturbance

## Anatomy of a Hurricane



that tends to disrupt the flow. The result is that waves form in the river of air. These waves have a period of about two days and, like any waves, consist of low- and high-pressure bands. The bands stretch north and south from the equatorial area upwards to mid-latitudes. You can think of them as enormous rollers that form over Africa and roll west. The troughs, that is, the low-pressure parts of the waves, are called tropical waves. When a trough reaches far north it's called a "high amplitude" wave; "low amplitude" waves don't stretch very far northward.

Tropical Waves don't form every two days except in the peak of the summer. If they did, the six-month hurricane season from June through November should see about 90 tropical waves. Instead we get about 60 per year as the historical average.

## What is the ITCZ?

If you've read the classic cruising books — by Eric Hiscock or Miles and Beryl Smeeton — you will have read about the doldrums. In this era of acronyms that very descriptive word has been replaced by "the ITCZ," the Inter Tropical Convergence Zone. What is converging in the zone between the tropics are the two tradewind bands, the southern hemisphere trades and our northern hemisphere trades. The trades meet in the equatorial area where intense heat causes the rising of hot air. This is where the tradewinds finally taper off. The ITCZ is characterized by large amounts of moisture being driven aloft, resulting in heavy cloud formation, little wind and frequent showers and thunderstorms.

The ITCZ, a.k.a. the doldrums, varies from about 20 to 150 miles wide and is most intense when it is narrowest.

Strong winter trades in either hemisphere push the ITCZ away towards the other pole. So in our winter, the ITCZ is pushed south, as far as 5°S. Likewise, strong winter trades in the southern hemisphere push the ITCZ north during our summer, sometimes as far as 15°N, bringing unsettled weather as it passes over us. This north-south movement of the ITCZ lags behind the sun's annual north-south migration by about two months, so the ITCZ is farthest north in August, typically about 10°N. It is no coincidence that this is also prime hurricane season.

## What Causes Hurricanes in the Mid-Atlantic?

Most Atlantic hurricanes start near tropical waves. We've all experienced the wind patterns associated with a tropical wave: wind north of east as the wave approaches and south of east behind it. Imagine riding a satellite above the wave. You look down and see the winds to the left of the wave are coming from the northeast — angling downward from your viewpoint while the southeast winds to the right of the wave are angling upward from the equator. The cloud formations near tropical waves show these "down left" and "up right" patterns and are known as the signature "inverted V curvature" of a tropical wave, visible in satellite imagery.

—Continued on next page

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—Continued from previous page

Imagine standing just inside the inverted V. Winds on both sides are trying to spin you counterclockwise, down-left and up-right. It's a prime location for cyclonic circulation to begin.

If the ITCZ gets involved at the same time, pushing north with a bump protruding into the inverted V of a wave, it brings the southern trades into the picture. Now well north of the equator, the southern trades bend to the right due to Coriolis Force, adding westerly winds to the open bottom of our inverted V; this strong force helps the system to rotate counterclockwise.

These conditions of interaction between a tropical wave and a northern bump in the ITCZ are often implicated in forming tropical systems and can be the birthplace of hurricanes.

**Hurricanes and Water Temperatures**

If you go to Chris Parker's site (<http://caribwx.mwxc.com/marine.html>) during the hurricane season, the first thing in his forecast is the SST — the Sea Surface Temperature. Of course, the reason is that SST is perhaps the most important factor in the formation of hurricanes.

The average hurricane releases energy each day equivalent to 600 terawatts:  $6 \times 10^{14}$  Watts. What the heck does that mean in real-life terms? It's 200 times the electric generating capacity of the entire world. All that energy comes from the warm water. After a hurricane passes, sea temperatures are cooler by as much as 6°C (11°F), in one case of a super typhoon, 9°C (16°F). All that energy has been absorbed into the weather system with the evaporating water.

In order to have an adequate source of surface energy, the ocean should be at least 26°C (79°F). Furthermore, this layer of warm water should be at least 200 feet deep. As the passing hurricane stirs up the water it can kill itself by dredging up water that is too cool.

Sometimes when a hurricane runs over a particularly warm spot in the ocean (an anomaly) such as the Gulf Stream or a warm eddy, it goes through a rapid intensification. Meteorologists first recognized the importance of deep, warm eddies during Hurricane Opal in 1995. Opal encountered a warm-water eddy in the Gulf of Mexico and strengthened in intensity from Category 1 to Category 4 in only 14 hours. Both Katrina and Rita in 2005 intensified to Category 5 over hot eddies in the Gulf of Mexico.

Similarly, a hurricane can stumble if it passes over a cooler area of water, such as the track of a recent hurricane. This is one reason that it is rare to have two intense storms in the same general area in the same season.

So long as the hurricane remains over warm water it may gain strength. Once it hits land the source of fuel is gone and it runs out of steam (pun intended).

**Wind Shear, What is it?**

Over and over again in the National Hurricane Center forecasts and Jeff Master's blog ([www.wunderground.com/blog/JeffMasters](http://www.wunderground.com/blog/JeffMasters)) we've been seeing the words "wind shear" when a low threatens to develop into a tropical system. Low wind shear is necessary for hurricanes to develop and high wind shear can cripple or collapse a storm that has already developed.

Wind shear is the difference between the wind speed and direction at the jet stream level and that at the surface. Ideally a developing hurricane wants zero wind shear — that is, no difference in speed or direction of the wind at all levels from the surface up to about 40,000 feet. Wind shear of 20 knots or less is considered "favorable for hurricane development".

Here's why: The center of a hurricane system becomes a hollow column, like a drinking straw, around which warm, moist air is sucked aloft. The column pumps up water vapor, which cools and condenses, releasing untold energy and lots of rain. This heat pump is the engine driving the hurricane. The straighter and more vertical it is, the better it will pump. Higher winds aloft will tilt the column; a different wind direction aloft will also tilt it. Enough tilt and the upper level core will be torn away and detached from the circulation feeding it from below, killing the heat engine and destroying the system.

**What is Coriolis Force?**

Coriolis Force plays a part in the formation of hurricanes and in steering them once they form. But what is it?

The equator is 25,000 miles long. Imagine standing on the equator for a full 24 hours. As the earth spun through one revolution you would travel 25,000 miles to the east in 24 hours — about 1,000 miles per hour. But if you stood still at one of the poles for a whole day, you would not have traveled at all since you are at the center, the axis, of the earth's rotation. (However, you would have very cold feet.) Points between the equator and the poles move at different rates — fastest closest to the equator. Points at 30° north or south latitude, for example, move at about 850 mph.

So imagine standing in Jacksonville, Florida, at 30°N and hurling a ball directly south aiming at the point on the equator. You would be aiming for Quito, Ecuador. As you let go of the ball, you, the ball and Jacksonville are traveling east at about 850 mph but Quito is traveling east at 1,000 mph. By the time your ball dropped on the equator, Quito would have moved well off to the east. The ball would fall into the Pacific. If you drew a line on the globe to follow the trajectory of the ball, it would curve off to the right of your intended flight. Play the same mental game for throwing a ball from Quito aimed at Jacksonville directly to the north and you get the same result — the trajectory gets bent to the right because the ball is moving east faster than Jacksonville. In fact, any flight of the ball in the northern hemisphere will be deflected to the right. The apparent force causing this movement is named the Coriolis Force. And it doesn't just affect balls! Air currents are subjected to the same force.

In the southern hemisphere, Coriolis deflects trajectories to the left. Imagine flinging that ball again! This makes southern hemisphere tropical storms spin clockwise, not counterclockwise as they do here in the north.

**South Atlantic Hurricanes**

The South Atlantic doesn't get hurricanes. Why is that? Recall that most hurricanes are formed by the right interaction between the Inter Tropical Convergence Zone (ITCZ) and a tropical wave (provided a few other factors co-operate too, like wind shear and sea surface temperatures — SSTs). But the tropical wave factory in Africa lies mostly between the Sahara and the African rainforest. That whole area is north of the equator. In the southern hemisphere there is no tropical wave factory in Africa and so tropical waves are rare in the South Atlantic.

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

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

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

—Continued from page 26

I've seen so many things, both mine and other boaters', fixed at the docks for next to nothing that I really think it's worth going to Cartagena just to get the boat spruced up and tuned up. Just remember to bargain hard and compare prices before making a deal.

#### Seven: Historic Cartagena

Let's get off the boat for Number Seven and check out Cartagena itself. I was told to allow two months to "do" the historic port city of Cartagena. Two months? For the last two years, you could more often than not find me there aboard my boat, stern-to at Club Náutico — and I'm not finished yet. Even if you don't think of yourself as a history buff, you can't help being overwhelmed by the sheer magnitude of the historical stuff around you.

This is the only Spanish colonial town the British never took. (Read the story of the last big battle in the visitors' guide). Consequently the 500-year-old wall still stands around the old town district. The Club Pesca marina is actually built inside one of the walls. You can walk or jog around the entire town on the wall (about four miles). There are innumerable old residences, churches, restaurants and stores inside. Be sure to check out some of the very well done museums, such as the naval museum and the museum of the wall (located off course in the wall itself). From breakfast to nightlife, you can get all the necessities of life in specialty shops or from vendors on the lively streets. It's fun to go there, especially at night, and have a beer at one of the many indoor/outdoor bars, one of which is filled with antique nautical memorabilia.

The whole city and its environs are in the safe zone. Cartagena is the home of the Colombian navy and military so there are lots of uniforms walking around. Outside the wall you will find some of the bigger chandleries and a very nice wholesale fish store that sells to the public at the same price as to the restaurants. The two big tourist attractions outside the wall are the convent on top of the hill and the big fort. Cartagena was protected by a series of small forts that the British did manage to blow up, but the big one, and I mean big, is completely intact. It is so big it takes the better part of a day to see it all.

The people are friendly. Cartagena is a tourist destination for Colombians, too. I could go on about art, architecture and bullfights, but I hope you get the idea that Cartagena is the logical place to start a Colombian adventure.

#### Six: Food

Number Six may get a couple of snickers. In fact, a lot of people will question my sanity when I say you should come to Colombia for the food. But hear me out. If you've come from the east you've been trying to figure out how (and why) to eat the bones in goat rotis in Trinidad, the mystery meat at "Chinese" restaurants in the Guyanas, and the unidentifiable gourd soups in Venezuela. Up to now, hot sauce was a major food group and "fine dining" meant some of the bones and shells were removed before the food was cooked. If you've come from the west, you are painfully aware that "fine dining" meant choosing your favorite US fast-food restaurant from the hundred or so available; not exactly a culturally enriching experience. South of a Mexican taco shack and west of a Trinidadian roti hut, I haven't been able to find a local dish I can remember and I'd rather forget the roti.

Now I'll admit you won't get Colombia mixed up with France. But when I arrived (from the east) it was immediately clear that there was a big improvement in the diet. Green vegetables made an appearance, the soups became thicker, like a stew or goulash, and potatoes often replaced dasheen. My personal favorite soup, *ajpacos*, actually had cream in it instead of water and pepper. This and *sancocho* are memorable native Colombian dishes.

I just love street food. When I first got here, the dramatic improvement in street food forced me to return to my morning running habit. (If you are a runner, time your morning run on the wall to end at the front street bakery, which opens at 8 o'clock.) The old town street food is the most fattening. They have a whole street dedicated to candy. (It's the first main street as you enter through the wall — talk about having priorities in order.) Fresh baked rolls, an ice-cold tangerine drink to die for, and hot fresh *arepas* are readily available at short intervals. From sunrise to about 10:00AM you can get your favorite *empanada*.

Lastly, being a true tourist destination, Cartagena has true fine dining, complete with a healthy tab. What makes it special is Colombia's relationship with Argentinean beef. Here they have the same cattle and the same high mountain grass that Argentina has, and so they have the same thick juicy steaks for which Argentina is famous. And of course, they import some from Argentina as well. It is a welcome change from the paper-thin shoe leather they pass off as steak in Central America. I could go on — especially about coffee, seafood, and Momo's ice cream — but there's more to Colombia.

#### Five: Pretty Women

Number Five I'm putting right in the middle to be politically correct. The one Colombian national resource that surpasses even coffee is pretty girls. Now we know why Juan Valdez is always smiling. If you are a single male this is paradise. If you

are married, think of it like bird watching. It is absolutely impossible to stand anywhere in Cartagena or Bogotá and not see at least one or two Tens. Statistically, if a Colombian woman has four daughters, three of the girls will be stunningly beautiful and the fourth merely pretty. And, there are at least six women for every man. The only place you can find more men than women is a motorcycle repair shop. Gorgeous women are born in the mountain coffee towns of Medellín, Manizales and Cali (must be something in the water) and come to the big cities to work and look for husbands. And yes, there's been a lovely one on my boat for the last few years.

#### Four: Bogotá's Attractions

For Number Four you have to leave good old Cartagena and hop a plane to the city of Bogotá. Take a coat; you will see all four seasons of the year, every day. Bogotá is big, like Manhattan. It is the seat of the government; another big safe zone with lots of police. Still, the "don't be stupid" rules apply.

Why come to Bogotá? It's not really a tourist destination as much as a capital city. In all capital cities there are usually a couple of must-sees. Bogotá is no exception, but first you have to eat. One good reason to go to Bogotá is to leave and take the 25-minute taxi ride to Chia for the Saturday afternoon "lunch" at Andres Carne de

Res. This is unquestionably the best and most fun restaurant in Colombia, bar none. It's a steak house the size of a football field, with four or five bars, a kid's area, roving entertainers (not guitar players), a really big salad bar and a really, really big grill where you can talk to the cooks while they fix your steak. It's crowded. It's fun. It stays open late on Saturday for the elite of Bogotá, but it's basically a five-hour party with lunch starting around 1:00PM. Take a taxi there unless you speak really good bus Spanish, but take a bus back, it's a lot cheaper.

Spend three nights in Bogotá. On the second night, go up the hill and eat at the steak house on the left, Mirador la Paloma. Fifteen minutes up the mountain or about two thousand feet up, it is indoor/outdoor with a fireside at every table. It has an unbelievable view of the city at night, great food and is incredibly romantic. Take a coat. Some nights there is a street party right there on the side of the mountain. If it's on, be sure to go and buy a hot toddie. The steak

house on the right is fine dining, indoors, warmer and more expensive, with the same view. On the third night go to Bogotá's Zona Rosa. Like similar districts in Charlotte, Dallas, or Miami, this blocked-off section of downtown has four or five square blocks of neat and unique bars and restaurants to choose from. There are lots of choices besides steak. After dinner, one block over is a series of nice discos.

One day, hop the train, which stops at the other end of the valley at the salt mountain, where Bogotá's second most important attraction lies. Proof that this whole high mountain valley was once under the ocean, the mountain is 85-percent salt and is thus part of Colombia's source for same. Being good Catholics and hard workers, the miners wanted a chapel in the salt mine so they could attend Sunday service without leaving. They got one. Being made of rock salt, though, it deteriorated over the years, but not before attracting considerable attention as a novel idea. When the bids went out for a new one around the 1960s, famous religious architect types from all over the world responded to build an even bigger and better monument to God and miners. And they did.

You have to see this. It takes three to four hours to go through (with a guide who speaks English) so it's an all-day affair. It's way down deep and cold. So bring a coat and be prepared for a religious experience. And yes, you can buy beer on the train.

The main reason that you have to come to Bogotá is the gold museum. Even if you are not into Incas, you gotta love gold. Covering two square city blocks and four stories tall, this has to be one of the top ten museums of the world. Ever wonder where the real El Dorado (city of gold) was? Find out at the gold museum. Leave the coat, take the tour in English until you are worn out, then head to the fourth floor dark room. Do not miss the fourth floor dark room.

#### Three: Villa de Leiva

For Number Three, pretend you are a Spanish viceroys 400 years ago. You are going on vacation to the town of Villa de Leiva. A two- to three-hour drive through the mountains north of Bogotá (still in the safe zone) in a rental car will get you to this quaint cobblestone-street village that has served as a getaway for the upper classes for almost 500 years. Think Jasper, Canada, or Vail, Colorado, in the summer. Check in to the old *hacienda* three or four blocks from the town center. You could be staying in the same room Christopher Columbus stayed in. (Okay, maybe his son.) Check out the view through the kitchen, then the Olympic-sized swimming pool made with fossils. It's true, this is fossil country. Find them just lying around all over or visit the nearby fossil museum, once again proving that the high mountains of Colombia were once an ocean floor.

Talk about an old town, here you will find all kinds of unique shops, bars, restaurants, etcetera. In addition, now that you have a car, you can visit the nearby *pueblos* that offer their own entertainment, including a vineyard, fossil places, etcetera. Relax a few days here, because next we're going to a really big party.

#### Two: Cali

For Number Two, you will need to return to Bogotá and hop a plane to Cali. The timing here is a little difficult, but you need to arrive in Cali just before January 1st for the opening bullfights of the South American tour. Another more remote safe zone in the western mountains, Cali is a small and beautiful village which has become famous for (besides beautiful women) hosting the openers of this most Spanish of sports. Whether or not you like bullfights and whether or not you actually go to the bullfights is irrelevant. The adventure here is a week-long affair with a bullfight every day, ending around cocktail hour, followed by parties at every possible location. You can dress up and hobnob with the *crème de la crème* of Bogotá in the fancy hotel lobbies, or mix with the middle class in the town squares, or hang with the old bar flies at the local pubs. But in every case you can expect the matadors of the day to pull up beside you and discuss the successes or failures of their turns, along with general bull stuff. Read Hemingway's bullfight book, *Death in the Afternoon*, before you go. It's like that, and being familiar with some of the jargon will help. Then go back to Cartagena and rest up for Carnival in February.

#### One: Bragging Rights

The Number One reason to go to Colombia is to tell your friends and make them jealous.



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ALL ASHORE...

# MÉRIDA AND LOS LLANOS, VENEZUELA

by Honoree Cooper

While our yacht, *Will-O-the-Wisp*, was hauled out and being painted in a boatyard on the Venezuelan coast earlier this year, my husband Walt and I decided to head for the hills. We traveled inland, where Pico Bolivar, the highest mountain in



After a false start...

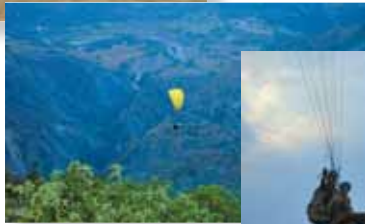
Venezuela at over 15,000 feet, looms above the city of Mérida. You can view the peak up close by taking the *teleferico*, a cable car built by the French in 1952. We rode to the top and donned our heavy coats and hats to withstand the harsh winds while gazing in awe at the view of the Andes mountain range. Then we took the cable car back down to 12,500 feet and disembarked to hike at that altitude. We were practicing for our Peru hike, which will be at 14,000 to 16,000 feet. If we walked slowly, we could slow our heart rate and control the dizziness. Machu Picchu here we come.

The next adventure in Mérida was para-gliding. The harrowing hour-long jeep ride up a mountain road was worth the price of admission. The weather forecast at a small town at the base of the mountain told the pilots to wait awhile for the winds to abate. So we relaxed and visited the street vendors where we feasted on corn on the cob roasted over a wood fire and a kabob of mystery beef and potatoes. Yummy! Then we were off to the top and another spectacular view. Not much instruction was given. In fact, the "preflight" was a sentence long: "Hold on here, and sit down when I tell you." So, anyone can do this — not much skill is required as long as you have a tandem ride and can do those two things. Walt's flight got off to a bumpy start, however, when the wind pushed him and his pilot backwards and every-



one fell down, including the two guys trying to hold them. They waited a few minutes for the wind to calm down and then off they went. What an incredible sensation para-gliding is! It was surreal and scary at the same time. We spent a few more days hiking some of the smaller mountains, taking pictures and getting fit, and enjoying our *posada*, Mama Tila's. We stumbled upon this family-run hostel upon arriving in Mérida. For 75,000 bolivars we had a private room with cable television that had CNN in English and some movie channels; our own bathroom with hot water; and daily maid service including bottled water, fresh towels and sheets, and small packets of soap. Because we exchanged our US dollars months ago and received a good rate when the US economy wasn't in a recession, the 75,000 bolivars equaled US\$15. Today it would be closer to US\$18.50 — still a great deal.

Being so close to the wide-open plains of Venezuela, we decided to take a side trip — a three-day excursion to Los Llanos, where we were promised the sight of anacondas, anteaters and hundreds of birds. It sounded like an African safari of sorts. We were not disappointed in the least. We even went piranha fishing and white-water tubing, where we saw a dozen or so kingfishers. We also held a baby caiman and saw a prehistoric turtle and herds of capybara, the world's largest rodent, which grows to as much as 120 pounds. And there were anteaters, scarlet ibis, roseate spoonbills, tiger storks, tanagers and red-tailed hawks.



... we sailors went flying



Now we are back on the boat, which is still on the hard, putting everything back together after the paint job. We're looking forward to two months in Peru hiking and touring during the months of May and June.

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ALL ASHORE...

# BELLBIRDS AND WATERFALLS

by Devi Sharp

It was raining when we piled out of Jesse James' maxi-taxi at 9:00 in the morning. We were a few miles north of Brasso Seco on the north central coast of Trinidad. Rain seemed appropriate in the rainforest — how would these giant trees and vines grow without plenty of rain? Nine of us cruisers had signed up for a hike to Madamas Gorge and the Sobo River Double Waterfalls. We were well fueled with the "doubles" (Trinidad's national breakfast food) that we had eaten in the town of Arima and we were ready for a hike in "da bush" with our guide, Laurence Pierre, better known as Snake.

We started the walk on a very muddy rutted road that climbed gently. Everyone up here knows Snake and he hoots as he approaches a house. Even the dogs see Snake as a friend. After a chat with a farmer tending a field of eddo, dasheen and citrus, we started to walk through deep forest. We had entered the territory of the Bearded Bellbird, a denizen of undisturbed rainforest. Male bellbirds defend their territory by announcing their presence with a loud "bock". Bellbirds are great ventriloquists, which makes it very difficult to locate them in the mid-canopy of the rainforest. We were there to hike and the rain was not very conducive to looking for birds, so we continued our walk to the Madamas River.

In spite of the rain, the river was clear as cellophane. We donned our life jackets, made minor changes to our clothing and headed downriver. After a few gorge hikes, I have learned that I tend to get a bit chilly, so I wear a wetsuit vest.



Since you have to plan on getting everything in your pack wet, a small dry-bag protected all of my gear in my daypack.

We swam through pools and climbed around and over boulders. A few boulders presented the opportunity for small jumps into pools. Most of the water on the canyon route was ankle- to thigh-deep but now and again we had to swim through pools where the water was over our heads. Backstroking through one pool, I watched bats fly from roosts on the gorge walls. It seemed like a bellbird was following us, but I guess it was a busy day for defending territories. The liquid sound of the descending notes of a calling wren woke me from a floating daydream and brought me back to the very green world. The word verdant came to mind. There is a certain deliciousness in floating in fresh water, deep in a canyon, after

months of living on a sailboat at anchor in the Caribbean.

We gathered at a junction of the Madamas River and a side stream and walked up the side stream. We ate a bit of lunch and picked the gravel out of our shoes. Snake amused himself by feeding bits of his sandwich to the crayfish and freshwater shrimp that we could see in the limpid water. There was no mark or sign to "turn left here"; Snake knows the trails and has a variety of routes in his mind in the event of a rising river or the need to seek high ground quickly. Snake laughed and joked with us, but he was always watching to see that we were all doing okay and that the weather did not threaten us with a flooded canyon. It had been raining off and on all day, but there was no sign that the river was rising or that a side stream was flooding.

At another unmarked spot, Snake announced that we would start walking through the woods. After about 20 minutes of following a faint trail through tall trees we reached a road. We had made a loop and were back on the road that we had started on. We left our packs at a trail junction and walked about a quarter of a mile to a waterfall. It was one of those dramatic waterfalls that shoots out of a nick in the canyon wall. The water then free-falls down about 200 feet. We all swam and washed the mud off our shoes and clothes. Jesse, our driver, and owner of Members Only Maxi Taxi Service, led the group up on a short rock-climb under the falls. Jesse had an ear-to-ear grin as water pounded on his head and shoulders; he obviously spends too much time behind the wheel of the maxi and on the phone. At the end of a wonderful hike through the gorge of the Madamas River this waterfall was like dessert after a luscious meal. We were satiated and tired.

Back at our starting point we changed into dry clothes and piled into Jesse's maxi. Instead of retracing our route through Arima, we drove north through Maracas Beach and caught the last open Bake and Shark stand. We washed our Bake and Shark down with a cold beer and headed back to our boats at Chaguaramas.

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

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THIS CRUISING LIFE

# Salty Sailor Saves Lives

by Bev Bate

Our 19-foot canoe on an inland lake in British Columbia, Canada, had served us well for many years as we explored the wilderness. Then came the gigantic leap to a 42-foot ocean-going sailboat purchased in Florida. We decided to spend our first hurricane season on Grand Bahama Island at Ocean Reef Marina and Resort to tackle an immense learning curve ahead of us before we ventured into the world of cruising.

Docked a few slips away was a couple living on their sailboat with their teenage son, long-time cruisers also waiting out hurricane season. With a wealth of experience and knowledge under their belts, we thought we had found the perfect mentors. Rick was a rough and tough salty character who had spent the better part of his life sailing. He told stories of his adventures at sea that were somewhat scary to us yet fascinating.

Rick was a little cautious at first when he observed us trying to solve a problem that he knew could be handled much differently with better results. He would saunter over to our boat seemingly to shoot the breeze, and then gently ask if we minded if he made a suggestion. You've got to be kidding... mind? "Please, please", I responded. "We are open books, ready and willing to learn everything you are willing to teach us. We will never be offended by you telling us there's a better way to do something." That was all Rick needed. From then on Rick, his wife and their teenage son, became the teachers and we the sponges soaking up every tidbit of knowledge they were willing to impart.

As Rick's boat spent considerable time at Ocean Reef, some birds decided to make a nest in their radar reflector that was suspended high up on the mast well away from predators. They laid their eggs and eventually three little chicks hatched. Just about that time Rick and his family realized they had to make a trip back to Florida but they now had a feathered family to consider. After some agonizing Rick decided that the chicks' parents would likely follow them to Florida as he was sure they wouldn't abandon their young.



Above: Close-up of the fledglings that almost sailed to Florida

Right: After Rick returned the nest to the marina, Bill sent it up a mast — and the parents found it

With a sense of sadness we waved goodbye to this family we had grown very fond of as they left the dock and headed for Port Lucaya, about three miles away, to fuel up before leaving on their trip to Florida. About two hours later we heard a familiar voice outside our boat and, to our delight, there stood Rick, holding the radar reflector with the baby birds nestled in the cup. To his dismay the parents did not follow his boat to Port Lucaya and he decided he had to return the chicks to Ocean Reef. So our rough and ready cruising buddy lowered the radar reflector from the mast where it was hung, cradled it in his arms, hopped in a mini-bus and took the short jaunt back to Ocean Reef. He wanted to return the babies to a location close to where his boat had been docked. He hung the reflector on a post at the end of the dock and carried on his way. What a guy! He cared enough to make a special trip in a mini bus in hopes of saving the lives of three baby birds.

We checked on the nest periodically that day and became concerned that the resident cats that freely roamed the property might locate the nest. It was hung a little too low and accessible so we searched for a safer place to hang it. Voila! A boat for sale, docked next to where Rick's boat had been and that hadn't seen any prospective buyers, seemed to be the perfect solution. It wasn't likely to be leaving the dock soon. My husband, Bill, thought if he hoisted the reflector up the mast and hung it out of harm's way from the feline critters, the baby birds would be safe. We were also waiting for the parents to recognize the call of their young and return to the nest.

Yes, there is a happy ending. Within a few hours the parents returned to the nest and continued to feed and nurture the young as they grew and prepared to leave the nest. We monitored it every day until one day we could no longer see three tiny heads poking out. Bill climbed up and found an empty nest. The young had taken flight.

Thanks to Rick and his family, three baby birds had a chance to fulfill their lives and two newbie cruisers were better informed through the imparted sailing wisdom to launch out on their own.

# Then and Now, or... Would You Rob This Boat?

by John St. John

When I first bought my new (for me) sailboat that was going to take me anywhere, *things were going to be different*. And they are way different now!

Graduating from a 1934 hard-chined, moldy, wooden Southern Yacht Club "Gulf One Design" classic, I remember being instantly sold on the old Pearson Vanguard when I found an absolutely crispy, dry paper bag in drop storage, not to mention a brand-new Kubota diesel engine replacing the old Atomic Four lying on the cabin sole.

I brought that derelict of 14 years up to the same boat that has successfully brought me single-handed to the Caribbean three times. It's tough as a truck.

When I bought the boat, there were these Leveler blinds on the salon windows that were near to top of my list of things to remove till a few friends commented on how much they liked them. Now I would not trade them for gold (well, maybe gold). They knock the sunlight up but you can still see out through the slits. They are about the only things I didn't change.

A brand-new engine required the absolute removal (as in grinding out) of the old engine mounts and laying up lower ones. I had to enlarge the engine box, too, as the new engine sat (of course) one inch higher and two inches farther forward than the old one. I distinctly remember being so bummed out that it ruined my whole day because the new box could be covered with one 4x8 sheet of teak veneer, but the vertical panel was going to have a horizontal grain pattern. Hah! That was then!

After two different friends on separate occasions took a header down below and hit the side of the boat skull first, I screwed wooden "U" brackets into that beautiful (well, practical anyway) teak veneer and now have drop-in shoulder-high and waist-high rails running the length of the salon, which makes moving about down below while going to weather an injury-free task.



'Not pretty, but it works'  
Above: Shoulder- and waist-high rails prevent injury below in heavy weather  
Top right: The former dining table is now a permanent berth

After using a bucket in every craft I had owned up to that point, here I was blessed with beautiful porcelain Perko toilet, complete with bronze piping straight out of 1964. Still practicing law and earning money to leave "for good", I did small projects at night while readying the boat for all battles with the great unknown. One inspired brainstorm was to polish and clear-Imron that classic crapper, and spend nearly 70 bucks on a rebuild kit and manual. The second time I had to take that artwork apart because it got clogged, I recalled nostalgically that I had never needed a manual or spare parts for a bucket, which is stupid-simple to troubleshoot. The masterpiece left the boat and was replaced by a beautiful, varnished, lidded, mahogany-seated bucket, which — except for once when I stepped on the rope — has worked without fail. (BIG TIP: Always, and I mean without fail, hold the coiled rope in your hand.)

I once stood on my head for a whole day cleverly hiding the fresh-water pump under a quarter berth, which all too soon became the garage. The second time I had to work on it, I spent another day re-plumbing it inside the engine box. I had no sorrow the next two times I had to work on it. In an almost mirror image, I spent an equal amount of time wiring my voltage regulator and engine-compartment exhaust fan under the other quarter berth, which all too soon became my closet. Suffice it to say, it is no longer that way now.

The boat designer's clever plan in the salon was to have a "table in your stomach" dinette layout. With a 3/8-inch speed wrench, it became a big double berth pretty much right in the middle of the boat. The third time I cranked that thing down, it stayed down forever. That's now my double bed in the meta-center of the boat, which is amazingly motion-free in the roughest of conditions, while out towards the ends of the boat things can move around pretty radically. I have since taken out the central leg, which was in the way of storing things underneath.

Back then, I spent countless hours insulating my top-access icebox. I have since given up all manner of refrigeration, and now eat mostly fresh vegetables that last without refrigeration (e.g. onions, garlic, cabbage, peppers, celery and plantains.) My icebox now stores anything that should not get too hot, like olive oil, tahini, popcorn, vitamins, nuts and honey. When the two-inch insulation on the underside of the lid fell off, *voilà* — more storage room!

Back then, I neatly hid stuff like wires to stereo speakers and feed lines for weather-chart plotters behind trim. Now, as the equipment quits (and it all does!), I just leave the old wiring and do a rewire where I can see and get at every inch. Now, wires run everywhere. I use regular, grounded extension cords for AC and fat-tipped polarized zip cords for DC. It's a five-minute job to change them when they go bad (and all wires go bad). There are 12-volt terminal blocks exposed on every major bulkhead where I can wire and undo anything I wish with the turn of two screws and also check voltage with the touch of a multi-meter.

No, it is not pretty but it works, and I have delivered too many pretty boats that did not work. And the best part is, my boat is no longer pretty enough to rob.



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## MERIDIAN PASSAGE OF THE MOON

JUNE & JULY 2008

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

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

Note: the maximum tide is 3 or 4 days after the new and full moons.  
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

DATE	TIME	22	0243	10	1810
1	0931	23	0329	11	1854
2	1030	24	0413	12	1940
3	1135 (new)	25	0457	13	2028
4	1242	26	0541	14	2118
5	1349	27	0628	15	2210
6	1451	28	0719	16	2310
7	1547	29	0814	17	2352
8	1638	30	0914	18	0000 (full)
9	1724			19	0040
10	1808			20	0127
11	1849			21	0212
12	1931	<b>July 2008</b>			
13	2013	DATE	TIME	22	0256
14	2058	1	1020	23	0340
15	2144	2	1127 (new)	24	0426
16	2233	3	1231	25	0514
17	2323	4	1332	26	0606
18	0000 (full)	5	1426	27	0702
19	0015	6	1516	28	0804
20	0106	7	1602	29	0908
21	0156	8	1645	30	1013
		9	1728	31	1115



## JUNE 2008

**♈ ARIES (21 Mar - 20 Apr)**  
This month you should concentrate on boat business and on repairing any weak areas in your onboard systems.

**♉ TAURUS (21 Apr - 21 May)**  
This should be a quiet time for you. Time to furl the sails, sit back in the cockpit and enjoy some calm in your usually busy life.

**♊ GEMINI (22 May - 21 Jun)**  
Though your energy may be in the doldrums, especially in the first week, this is a good time to make plans for new creative voyages. This will help keep your way on for the rest of the month.

**♋ CANCER (22 Jun - 23 Jul)**  
Family and friends will help to make this a very good month for boat business. Make the most of it.

**♌ LEO (24 Jul - 23 Aug)**  
Get your onboard projects out of the way to make room for a new love interest, who will sail into your anchorage in the last week.

**♍ VIRGO (24 Aug - 23 Sep)**  
There may be sudden squalls for the first two weeks, and then a definite becalmed attitude on your part during the last two.

**♎ LIBRA (24 Sep - 23 Oct)**  
While your energy for boatwork is low, your spirit of fun is under full sail during the beginning of the month. Have a get-together with friends at this time and let the good vibes carry you through the rest of the month.

**♏ SCORPIO (24 Oct - 22 Nov)**  
Keep an eye on your course. While your love life is sailing smoothly at the beginning of this month, it could be headed toward the rocks by the end.

**♐ SAGITTARIUS (23 Nov - 21 Dec)**  
Communications will be garbled and this could have a negative effect on your creativity — if you allow it to. Your sense of humor should help you to sail through to clarity.

**♑ CAPRICORN (22 Dec - 20 Jan)**  
If your love life is drifting towards the shoals, no amount of talk will help — best to throw out an anchor and wait for the tide to turn. Don't be surprised if all the negativity has a temporary effect on business.

**♒ AQUARIUS (21 Jan - 19 Feb)**  
Enjoy your companions while aspects allow. Next month your love life could be hitting rough weather, so enjoy it now.

**♓ PISCES (20 Feb - 20 Mar)**  
Although communications and creativity are in iron during the first half of the month, your love life should have clear skies and smooth seas during the second half.

## Crossword Solution

- |               |              |            |
|---------------|--------------|------------|
| <b>ACROSS</b> | <b>DOWN</b>  | 18) VERSE  |
| 2) VERVE      | 1) VII       | 19) VOLLEY |
| 4) VVV        | 3) VOLUNTARY | 20) VRACH  |
| 7) VIGIA      | 4) VIEW      | 21) VIVA   |
| 8) VOLUNTEER  | 5) VERITAS   | 22) VOUT   |
| 9) VON        | 6) VIN       |            |
| 10) VISINE    | 7) VOLUME    |            |
| 13) VENUS     | 8) VISNE     |            |
| 14) VERNAL    | 10) VOILE    |            |
| 15) VOYOL     | 11) VIE      |            |
| 18) VIRGO     | 12) VANITY   |            |
| 19) VORTEX    | 13) VOLCANO  |            |
| 20) VOYAGE    | 14) VOLUTE   |            |
| 21) VULFE     | 15) VERTEX   |            |
| 23) VOUCHER   | 16) VOYAGERS |            |
| 24) VIENNA    | 17) VICEROY  |            |

## REAL MEN NEVER SAY ROGER

Island Poets

The VHF is a wonderful tool.  
But it's ever so easy to sound like a fool.  
Never say "roger" or "over and out";  
You can always say nothing if you're in doubt.

Six-eight and sixteen are not for chat,  
It's amazing how many people do that.  
Move to a channel to talk to your mates,  
To sort your bookings and arrange your dates.

When you're asked to switch channels, confirm that you've heard  
By saying the channel to which you're referred.  
You'll get lost in the ether and sound far from cool.  
If you choose to forget this invaluable rule.

Never keep calling a station in vain;  
If they don't hear with two calls it's terribly plain  
That you're filling the air with superfluous noise,  
And take it from me, you're not one of the boys.

American channels are numbered the same  
As some international ones I could name.  
You just cannot use the two systems as one.  
If you try to do it, you're in for some fun.

There's another piece of advice you should hear.  
Remember this and you've nothing to fear.  
For voice, channel 70 won't work at all.  
It's solely for making a digital call.

Signal strength of "seven by ten"  
Means nothing at all; you are quite wrong again.  
The RST code is simple and fine.  
A really good signal is just "five by nine".

If you carry around a neat hand-held set,  
You're asking for trouble, I'm willing to bet.  
The transmit button is easily pressed:  
To block channel 16 you'll be doing your best.

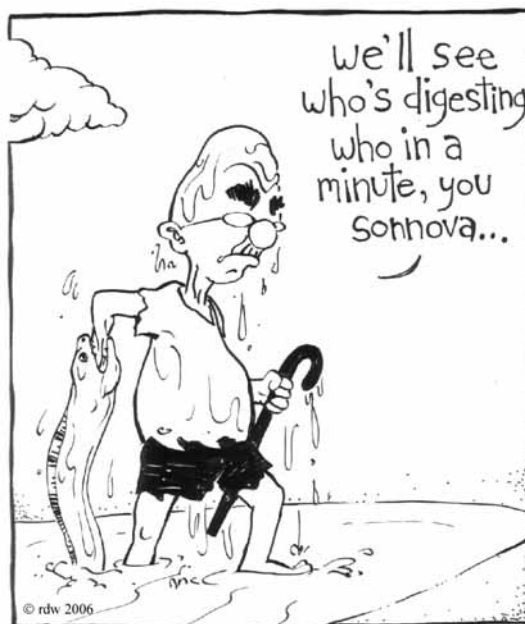
And finally, think of a sensible name.  
Some of the boat names are simply insane.  
*Rumpleteaser of Connecticut* looks great on the stern,  
But to spell it phonetically is a concern.

So before you get hold of the radio mike  
And press the button as hard as you like,  
Cut out the jargon; keep it short and discreet,  
Because we're listening, too, throughout the fleet.

— John Lytle

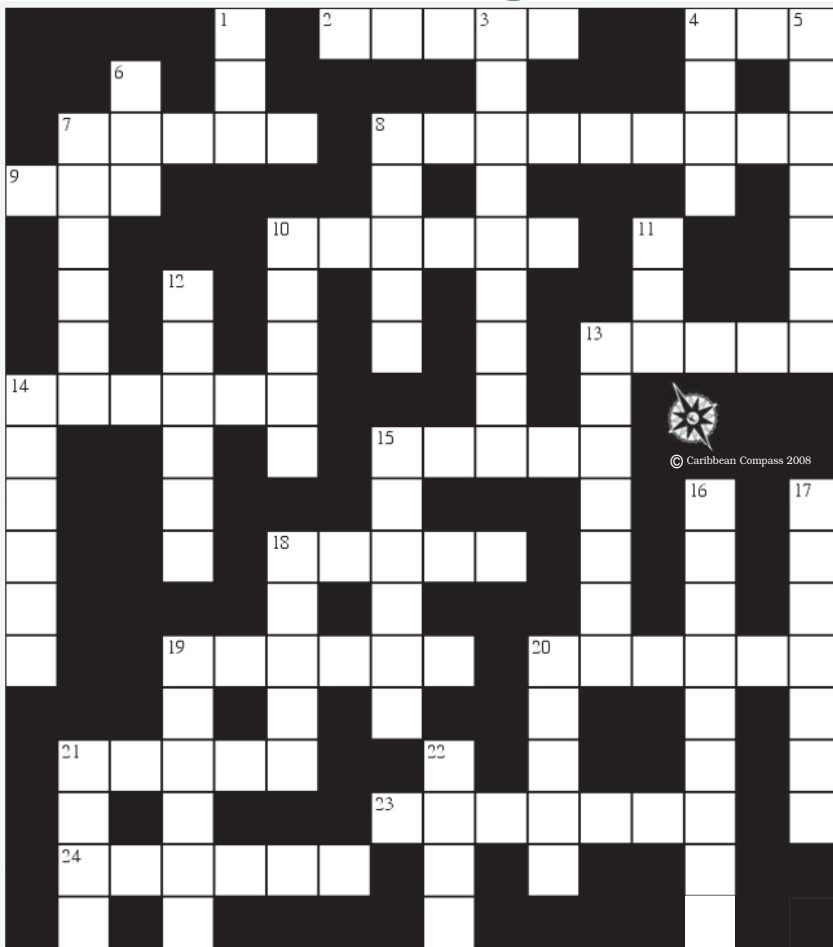


## parlumps marooned



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# Compass Cruising Crossword



## 'Nautical Alphabet: V2'

### ACROSS

- 2) Zest
- 4) Test signal in Morse Code
- 7) Warning on a navigational chart
- 8) Famous 1887 Burgess-designed sloop
- 9) German tall ship *Alexander \_\_\_ Humboldt*
- 10) Soother for salty eyes
- 13) Paul Johnson's double-ender design
- 14) Pertaining to spring
- 15) Rope used to transfer effort of capstan to anchor cable
- 18) Astrological sign
- 19) Whirlpool or whirlwind center
- 20) Trip on the sea
- 21) Whirlpool on Norwegian coast
- 23) Proof of payment
- 24) Sausage city?

### DOWN

- 1) 7 in Roman numerals
- 3) Not obligatory
- 4) See
- 5) Standards bureau (Latin for truth)
- 6) French for wine
- 7) A ship's "tonnage" is based on this
- 8) Neighboring place
- 10) French for sail
- 11) Compete
- 12) Egoism
- 13) Mont Pelee, for example
- 14) Type of seashell
- 15) Corner point of a polygon
- 16) Sea travelers
- 17) Governor of colony
- 18) Stanza
- 19) Simultaneous discharge of firearms
- 20) Seaweed used as manure in Channel Islands
- 21) Spanish for live
- 22) Jive language

Crossword Solution on page 36

# Types Of Boats

Word Search Puzzle by Pauline Dolinski

For every cruiser there is the perfect boat. At some time or other, you will see every one of these boats in the Caribbean. Search for your favorite first.



- |            |           |          |
|------------|-----------|----------|
| BARE       | FISHING   | SAILBOAT |
| BATTLESHIP | FREIGHTER | SKIFF    |
|            |           | SLOOP    |
| CANOE      | KAYAK     | STEAM    |
| CATAMARAN  | KETCH     | SUB      |
| CHARTER    |           |          |
| CLASSIC    | MULTIHULL | TENDER   |
| CRUISE     |           | TRAWLER  |
| CRUISING   | POWER     | TUB      |
| CUTTER     |           | TUG      |
|            | RACING    |          |
| DINGHY     | ROW       | YACHT    |
| FIRE       | RUNABOUT  | YAWL     |

Word Search Puzzle solution on page 46

**While** Mermaid Merry and Gem were off on a secret honeymoon after their fantastic wedding, busy builders had been hard at work constructing the perfect home for a Merman and a Mermaid. You haven't forgotten, have you, that Mermen like to live in the calm deeps of the sea while Mermaids are happiest in coral homes in reefs that sparkle with golden sunlight?

So you're wondering why did they choose a Seamount to live on, and what is a Seamount anyway? Now, although true Seamounts are old volcanoes way off in the deepest oceans and never reach all that close to the surface, the Seamounts I want to tell you about are within the reach of Mermen and Mermaids and are really wonderful things; pinnacles that rise from the bottom of not-so-deep seas, reaching up to the sun like the tops of mountains trying to kiss the sky.

These Seamounts are oases in the scarcely populated seas where reef fish and reef creatures of all sorts can find a refuge if they get carried out to sea. Indeed, they thrive so well on these sea hilltops that they make them their permanent homes, have their families there and live in peace and security away from many of the predators who visit the inshore reefs. Yes, there's a lot to be said for making your home on a Seamount.

Now then, back to Mermaid Merry and Gem's new home. A team of Rock-Boring Sea Urchins and Chitons had burrowed rooms out of the hard coral rock and the rough edges had been plastered over by Reef Cement, the Red Algae that look so much prettier than ours. Golden Tube Sponges were already established on the Seamount and so they sent off some of their offspring to decorate the area around the new home. Azure Vase Sponges with their beautiful electric blue frills and veins set themselves next to the big front door to act as mail boxes while Strawberry Vase Sponges crowded around in case they were needed too. Of course the Lavender and Purple Rope Sponges turned to face this new castle and waved their long arms about in a busybody way.

And what about turrets? No true castle is complete without them, so the Pillar Corals sat like towers on the rooftop, their fuzzy polyps glowing a soft gold in the wavering light from the sun shining through the ripples above.

Venus Sea Fans clustered about too, and their job was to keep the castle cool when need be by fanning the colder water currents into the windows when they were open. Green, sweet Sea Grapes were soon growing nicely in window boxes, along with rows of tender Sea Lettuce and deep green Watercress and to add to the beauty of the whole construction. Sea Pearls big and small found nooks and crannies to fill. However, the decorations and plantings were nowhere near complete, as it was thought best to let the new occupants put the finishing touches to their new home themselves.

At last the day came when Mermaid Merry and Gem were to arrive. The whole Seamount was buzzing with excitement and all fish, big and small and of every colour of the rainbow were swimming to and fro like impatient children on Christmas morning. "They're coming! They're coming!" The message rang out and everyone held their breaths and stopped fidgeting.

There was a loud cheer as Gem and Merry swam up to the castle door hand in

hand. Merry clapped her hands with delight and turned to all her new friends and thanked them and said how beautiful her new home was and how she would live happily ever after with husband Gem right here on this fabulous Seamount. Gem grinned all over his handsome face, bowed to the workers, bowed to everyone present and picking up Merry in his strong arms, swam with her over the threshold and into the new castle. Everyone cheered again and mothers called to their children to come on home and leave the young couple alone.

When Gem swam into the bridal chamber he gave Merry a hug and a kiss and set her down to see how she liked it. Every young girl dreams of such a chamber and Merry was no exception. The white and blush-pink blossoms of Soft Corals filled every space, making the room a fairyland where dreams come true. Someone had thought to capture the champagne bubbles coming up from a warm spring close by and Mermaid's Wineglasses were filled and ready for the newlyweds to toast their first night in their new home.

The next morning Merry was awake with the first sunbeams that filtered down through the clear indigo sea and she hugged and kissed Gem until he opened his eyes and then she leapt out of bed. "I want to see the rest of my home at once!" And Merry swam off with Gem rubbing his eyes and swimming slowly after her. Everything pleased Merry and she couldn't believe that she had really found the enchanted castle of her dreams.

But you know, even the happiest Mermaid and Merman have to find something to do all day besides looking at each other, and so it wasn't long before Mermaid Merry decided that she would open a school for all the young children on the Seamount. Gem thought this was a great idea and decided that he would open a swimming

school for teenagers. So it was that in no time at all, the little fish and sea creatures who had bothered their mothers all day long because they had nothing to do, were clustered about Mermaid Merry on a sheltered ledge in front of the castle learning to read and write and do simple arithmetic. Adventurous teenagers were likewise happy to have something exciting to do with Gem who took them on long swims all about the Seamount showing them how to approach the large fish that swam out of the dark deeps and how to avoid danger.

Mermaid Merry and Gem had many adventures of their own in their first year of living on the Seamount, but I'll tell you about them another day. In the meantime, whenever you swim on a shallow reef, remember: *Look - don't touch.*

THE END.

*Note: All the fish, sea creatures, corals and sea plants with capital letters are identified by Paul Humann in his Caribbean Reef Identification books, available from Amazon.com.*

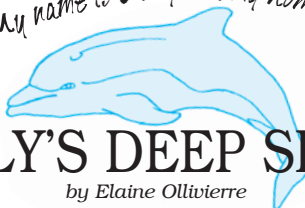
# The Seamount Home

by Lee Kessell

*Pillar Corals sat like towers on the rooftop, their fuzzy polyps glowing a soft gold*

## PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT

*Hello! My name is Dolly and my home is in the sea.*



### DOLLY'S DEEP SECRETS

by Elaine Ollivierre

The new species of giant lobster found in the Indian Ocean is a type of spiny lobster. **Do you know the difference between a spiny lobster and other lobsters?**

The most visible difference between the Caribbean spiny lobster and the American (Maine or North Atlantic) lobster is that the American lobster has claws and the spiny lobster does not. There are about 30 types of clawed lobsters around the world, of different shapes and sizes. The American lobster has two large claws. One claw has saw teeth and is used for crushing shells; the other has finer teeth for ripping into the soft flesh of its prey. The spiny lobster has no claws; instead, it has two long, stiff antennae which it uses like whips against predators.

Spiny lobsters make a strange noise with their bodies. There is a soft section of their antennae which they rub over the bony plates under their eyes, almost like playing a violin. It seems most likely that the noise they produce in this way is used to warn off predators, rather than to communicate with each other.

Another difference is in the choice of habitat. American lobsters are solitary and aggressive and prefer to live alone. Large male lobsters will chase away smaller neighbours. Spiny lobsters are gregarious. They live in groups in crevices under rocks and reefs where they can pull their whole bodies inside for protection.

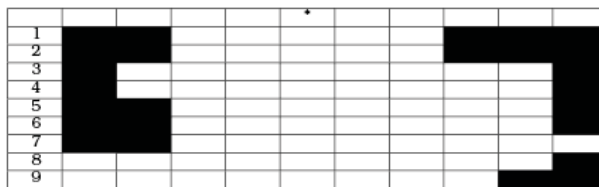
One strange activity that spiny lobsters take part in is mass migration. Both spiny and American lobsters do wander at nights in search of prey, returning to their dens during the day. But, sometimes, spiny lobsters wander off in great numbers. They form lines of as many as 60 lobsters and march away from their dens. This may happen when a storm is approaching but it may also be to reach new breeding grounds, or to find warmer water, or to find food; no one is quite sure.

Of course, Caribbean and American lobsters have characteristics in common, too. They are similar in colour and eat the same kind of things like small fish and crabs. All lobsters reproduce by laying eggs, which hatch into tiny planktonic larval forms. The lobsters all have hard shells which they shed as they grow. And, of course, they make great gourmet dishes for restaurants!

#### Word Puzzle

Unscramble the words taken from the passage and write in the spaces provided. Find the special word written vertically.

- SCORK
- SCAWL
- CRIMEANA
- OTRYSAIL
- BRESTOL
- BATHITA
- SECRIVEC
- ATOMIRING
- NEATANNE



— Answers on page 41

# PHOTOGRAPHER DOCUMENTS CARRIACOU SLOOPS

A stunning two-book set has arrived. Published by the author's company, Indian Creek Books, Antigua-based photographer Alexis Andrews devotes the first book to the age-old traditions of the building of the Grenadine island of Carriacou's working sloops, which he calls a "Tribute to their Vanishing Ways". In the second, he catalogues the year-and-a-half build of his own 40-foot Carriacou sloop, *Genesis*, on the beach at Windward, Carriacou.

## Volume I: Vanishing Ways – Sailing on the last Carriacou Sloops

From his first visit to Windward in Carriacou while researching for his PhD in social anthropology, to the present day, Alexis gives insight into the history of the island and its people, tells of their ways and values, their fishing and their seafaring, their trading and the deep-rooted traditions of their boatbuilding. It is the photography — indeed, what Alexis is renowned for — that captures the texture of this island. Images that show every deep wrinkle of the men who sail these boats, the tight lanyard knotted under the old man's leathery chin, holding down an ancient hat, with a steady hand on the sawn-off tiller.

Vanishing terms such as caulking irons, boom jaws, adze and deadeyes appear, along with the vessels' romantic names, such as *Pipe Dream*, *Brilliant Girl*, *Imagine* and, of course, *Genesis*.

Alexis tells stories of boatbuilders such as Hope McLawrence, who bought his first boat when he was almost nine years old, paying around ten dollars for her, and with sails made from sewn-together flour bags, sailed up to the Tobago Cays for a few days' fishing.



He captures the spirit of the Carriacou Regatta for us, the irrelevant start times for the races, the blowing of a conch bringing the crew to their newly painted vessels, the captain's shout "le' we go..." that marks the real start of the race.

This book will take you to Carriacou.

## Volume II: Genesis – Building a Traditional Carriacou Sloop

The story of the creation of Alexis' 40-foot Carriacou sloop, from the felling of the first West Indian White Cedar at the right phase of the moon, through the patience and sheer hard work required to complete this enormous task.

Wonderful stories are told of the setting-up ceremony with sacrificial blood, rum, and the old people "mumbling important words".

Turning these pages filled with striking photographs, you begin to know the characters nearly as well as if you'd met them and worked with them on this dream. Expressions are caught and stories recounted in a blow-by-blow account of the astonishing build, including terrifying reports of finding a termite nest in the damp recesses of the bilge and a series of threatening hurricanes passing through the Grenadines during the boat's construction.

More traditions at the launch ceremony with more blood and rum smeared onto important parts of the boat, prayers and blessings, liquor libations for the vessel and plenty of Jack Iron, too, for the creators and builders of *Genesis*.

It is like a birth. And the stories and the images will make you laugh; they will amaze you and they will move you almost to tears.

A fascinating note on the photography: Alexis' favourite camera — very appropriately — is his vintage Hasselblad, which has no electronic parts. He uses film that has a timeless quality, including a rare black-and-white transparency film called Scala. It seems then, that these ways have not vanished.

*Carriacou Sloops* by Alexis Andrews is available in select island bookshops from the end of June and online at [www.IndianCreekBooks.com](http://www.IndianCreekBooks.com).



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**BOOK REVIEW BY RICHARD DEY**

# A Forgotten Minor Masterpiece of the Antilles

*The Violins of Saint-Jacques*, by Patrick Leigh Fermor. Oxford, 1985, Trade paperback (Twentieth Century Classics).



Patrick Leigh Fermor, the English writer born in 1915 and living today in Greece, made a trip through the West Indies in 1946 that resulted famously in *The Travellers' Tree* (1950), as fine a travel book as has ever been written. (See *Caribbean Compass*, December 2001 and January 2002.) But it seems there was another thing for him to do, in the wake of that extraordinary Antillean sojourn.

It seems there was one place that defied his investigative sensibility. Maybe the place wasn't really there or, if it was, maybe it was not as he had been led through his reading to imagine. Maybe it was a ruined shell of what had been, and not only that but a ruin built-over and all but forgotten, evident only in a random staircase to nowhere. Maybe its name was St. Pierre, "the Paris of the West Indies," before Mt. Pelée erupted in 1902 and obliterated it, and maybe Leigh Fermor just couldn't get it, and its surprising Creole culture, out of his mind.

What to do? Three years after the publication of *The Travellers' Tree*, Fermor published *The Violins of Saint-Jacques*, a little-known novel slight in size and considered slight by many critics, though still in print. It is the only novel Leigh Fermor has published; in later years he published other travel books, including *A Time of Gifts* (1977), for which he is now chiefly known.

A satirical historical novel, *The Violins of Saint-Jacques* takes place on Shrove Tuesday, the day before Lent begins, in 1902, on the imaginary French island of Saint-Jacques des Alisés. Saint-Jacques, which lies according to the endpaper chart southeast of Guadeloupe and northwest of Dominica, has a population of 42,000 souls, a principal port, Plessis, and a planter squirearchy. The principal family is headed by the Count de Serindan and its seat is the fabulous great-house, Beauséjour. Scarcely affected by the march of time, Saint-Jacques is a kind Garden of Eden, an anachronistic utopia, presided over by the paternalistic, royalist Count, a Renaissance man of great good will and appetite. While some of the characters have enough depth for change, all, including the Count, are caricatures. Leigh Fermor, a Francophile, was out to recreate a lost society but not without having a good deal of fun.

Into the garden, however, slithers the snake, literally and figuratively. On the day of the tale, while Carnival is happening in Plessis, a grand ball takes place. In the course of it, not only is a *fer de lance* released by the Count's youngest son from a basket to the horror of the guests, but the Creole squirearchy confronts the metropolitan administration and a duel to resolve their differences is arranged between a planter and the governor; the oldest male child of the Count threatens suicide; a daughter runs off (wouldn't you know?) with the governor's son; and masked lepers are discovered dancing with everyone!

It dawned on one gradually that the glittering society of Saint-Jacques is not only ripe for satire but a Creole variety of *fin-de-siècle* decadence. All the while le Salpêtrière, the volcano, grows hotter and more active, until it finally erupts. The island breaks up and sinks like Atlantis, taking with it the entire population.

Like Saint Pierre, Saint-Jacques had one survivor, and it is through this survivor that we get the tale. Recently returned from the West Indies, the narrator is in Greece, in a village on the southwest corner of Lesbos, overlooking Asia Minor, when he happens to meet a charming septuagenarian artist living peacefully among the olive groves. Berthe de Rennes shows her guest to a room for a nap to escape the mid-day heat, and in the room he sees a painting of a fabulous island in the Antilles. It is from this point that the tale begins to unfold. Mademoiselle de Rennes proves to have been a poor distant relative of the Count, who, at age 18, in 1896, went out to the island to serve as governess to his five children. In the course of two weeks of evening conversations over ouzo while the narrator waits for a ferry, she tells her incredible story, not without the visual aids of commonplace-books and albums of sketches and paintings she had made and sent back to an aunt in France. The narrative shifts with consummate skill from past to past-present tense, from the narrator summarizing to Mademoiselle de Rennes actively recalling.

The writing style, which is entirely typical of Leigh Fermor, is not for everyone. It is a Baroque style that reflects a cultivated, mandarin learning, especially in the narrator's voice. It is at its most extreme in the account of the ball and its costumed dancers; it is at its finest in the description of the volcano's eruption, which, not incidentally, is told directly by the former governess. *Compass* readers will appreciate the position of the Carriacou schooner anchored in the offing, aboard which Mademoiselle de Rennes finds herself as ash falls like snow and the volcano goes through its pyrotechnic phases. The novel's end comes in two surprising, lovely parts, at once comic and sentimental.

While Saint-Jacques suggests the place of islands in literature, real and imagined, that topic is beyond the scope of this review. Still, it is most interesting to recall another Englishman's novel of the time featuring an imaginary Antillean island — Alex Waugh's *Island in the Sun* (1955). Santa Marta, a British colony somewhere in the north Windwards and resembling St. Lucia, is also a volcanic island; but whereas the volcano on Saint-Jacques is geological, the one on Santa Marta is metaphorical — the explosion about to happen is social and political, reflecting the British colonies as they were when they were granted statehood status as a first step towards independence and, it was hoped, stability. Waugh was a journalist and novelist, Leigh Fermor a journalist and, truly, a poet. For le Salpêtrière, his volcano, proves also a metaphor but on a far grander scale.

You will not be disappointed to learn what this is at the story's end, as the tradewind fills the schooner's sails and violins playing at the ball fill the wind with eerie sound — a sound that you, perhaps, sailing in the area, have heard?

*This book is available from Amazon.com.*



# 10TH EDITION OF DOYLE'S LEEWARDS GUIDE

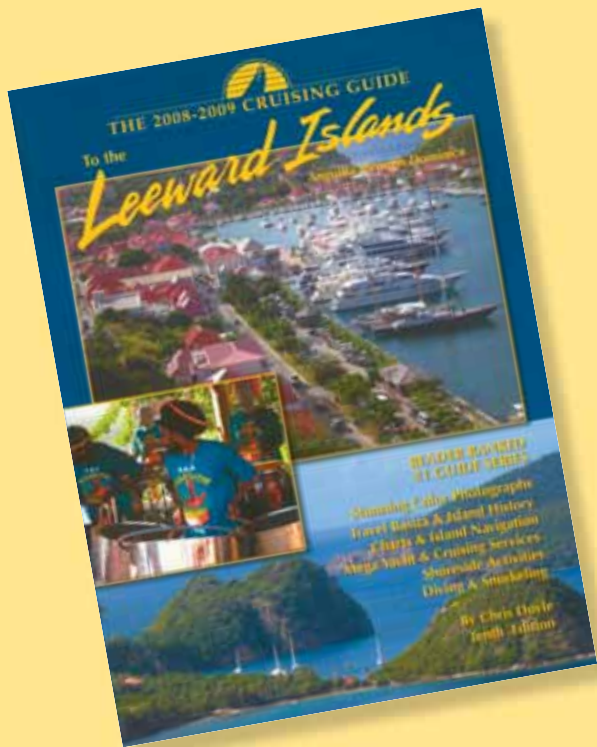
**Cruising Guide to the Leeward Islands, 2008-2009: A Complete Guide for Yachtsmen, Divers and Watersports Enthusiasts**, by Chris Doyle. © 2007 Cruising Guide Publications and Chris Doyle. Soft cover, spiral bound, 6" x 9", 529 pages, color photos and sketch charts throughout. ISBN 0-944428-80-0. US\$34.95.

Cruising Guide Publications was created by Simon and Nancy Scott while living aboard their sailboat in the British Virgin Islands, and later, working in the bare-boat charter industry for 20 years. They saw a need for comprehensive guides to aid cruisers and charterers exploring the Caribbean island chain. These guides include not only navigational information, but also the rich history of the Caribbean islands, folklore, the flora and fauna, as well as where to go for diving, snorkeling and shoreside entertainment and, of course, what to do in an emergency.

Simon and Nancy say, "We have made it our mission to answer all the questions we had from charterers and cruisers and to add details and background about the islands to enhance the cruising experience.

"Twenty years ago, we teamed up with Chris Doyle, the popular cruising author of the *Sailors Guide to the Windward Islands*, *Cruising Guide to the Leeward Islands*, *Cruising Guide to Trinidad, Tobago and Barbados*, and the *Cruising Guide to Venezuela and Bonaire*.

"Since then we allied ourselves with other cruising guide authors. Our rigorous guidelines require the authors to spend a considerable amount of time on location checking and rechecking details so that our readers have a safe, informed and therefore enjoyable cruise. Our authors have a dedication to details, and a love of sailing the islands they research.



"Our guides are updated approximately every other year to make sure cruisers are armed with up-to-date information for their journey."

This tenth edition of the *Cruising Guide to the Leeward Islands* covers the islands from Anguilla to Dominica, a group of both well-known and seldom-visited islands including St. Martin and St. Maarten, Saba, Sint Eustatius (Statia), St. Christopher (St. Kitts), Nevis, Redonda, Montserrat, Antigua, Barbuda, Guadeloupe, Marie Galante, Les Iles des Saintes (The Saintes) and Dominica. It is an essential tool for cruisers sailing this region.

Chris spends months sailing these islands aboard his Trinidad-built catamaran, *Ti Kanot*, and exploring ashore, to update each and every edition. As well as being an active sailor, Chris loves to dive. He is often seen hiking or riding his bicycle around the countryside. He enjoys both eating at local restaurants and cooking with fresh island ingredients aboard (especially if he caught the fish himself!). A Ph.D. in Psychology, he is also a keen photographer, and his original images add a lot to the quality of his books. His love of the Eastern Caribbean islands, and his long familiarity with them (he sailed across from his native England in the 1960s), shows on every page.

The newest edition of the *Cruising Guide to the Leeward Islands* includes over a hundred up-to-date color sketch charts, full-color aerial photos of most anchorages, scenic island photos, and detailed shoreside information covering services, restaurants, provisioning, travel basics and island history. Information is linked to Chris's website ([www.doyleguides.com](http://www.doyleguides.com)) where you can download the GPS waypoints given in the sketch charts, learn of essential updates, print town maps, and obtain links to local weather, news and businesses.

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4		S	O	L	I	T	A		R	Y	
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6			H	A	B	I	T	A	T		
7			C	R	E	V	I	C	E	S	
8	M	I	G	R	A	T	I	O	N		
9	A	N	T	E	N	N	A	E			

\* Special word: CARIBBEAN

**I**T all started with the barbecue, or more accurately, the lack of one. Just about all the other boats in the anchorage had one, but we didn't. Tantalised by the smoky aromas and happy chortling that drifted across the anchorage I wanted one — Mary didn't, conscious of all those little carcinogens lurking in the charred meat, intent on doing bad things to us. Ergo — no barbie. Now I'm not much of a cook, which isn't good news for Mary, as she ends up enslaved to the gas cooker below. There's nothing chauvinistic about me, you understand. But I do catch fish, and in a thoughtless moment said that, of course, if we had a barbie I would cook the fish on it. Before I could retract this casual remark, I was whisked off to the chandlery by a suddenly enthusiastic Mary, later emerging \$200 poorer and clutching a Magma barbecue and a large bag of charcoal.

As we sailed out of Admiralty Bay, Bequia, on passage for Union Island, my thoughts were already on the fresh dorado steaks that would undoubtedly be sizzling on the barbie that evening. But the waters of the Caribbean are clear — fish can see for miles. The appearance of the shiny new barbecue on *Alacazam's* quarter-rail had them nodding wisely to each other, and giving our spread of trolling lures a wide berth. If fish had fingers, I could guess what two of them would be doing. Mary said I was doing it on purpose, just to avoid cooking. They can be so cruel, women.

On dropping the hook in Chatham Bay I was heartened to see loads of fishy activity on the surface. Just as soon as we had *Alacazam* safely anchored, I was off in the dinghy with a light spinning rod. With tuna creating panic amongst the baitfish wherever I looked, confidence was high. Mistakenly, as it turned out. My floating lure (a Yo-Zuri Hydro Popper), usually dependable in such situations, was totally ignored. Rumours of the recent purchase had spread far it seemed.

Now we hunter-gatherers never give up, so arriving back at *Alacazam*, fishless and ready to fend off sarky comments, I thought it might be worth trying a spot of jigging (no, not that) from the cockpit.

Jigging involves raising and lowering a specially designed lure close to the seabed. The trick is to lower the lure to the bottom, wind in a turn on the reel, lift the rod tip fairly smartly, then lower it, allowing the lure to flutter back down again. Continue this process until a fish grabs the lure or your arm drops off. To give the fish no chance whatsoever I attached a string of small Hokki shrimps above the jig, a Williamson Gyro Jig in this case. It worked. Within a few minutes I had a fish — not huge by any standards. Well, quite small really — a threadfin herring, every bit of six inches long. Holding it triumphantly aloft, expectant of praise and adulation. Her Below pointed out that I would need to be careful which way I placed it on the grill or it would fall through. They just can't help themselves, can they? And so disrespectful of the little fellow who was destined to play such an important role in future events. In the failing light, the prospect of a sundowner took precedence over any further incursion in the threadfin herring population, so the hapless victim was reduced to two fillets and consigned to the fridge.

A couple of days later, now anchored off Frigate Island at the southeast tip of Union, I was enjoying a spot of early morning fishing before we weighed anchor to sail on to Carriacou. I'd sliced one of the fillets in two and was freelining it in the current using the light spinning rod. There had been no takes in the first few

minutes, and fancying a brew, I put the rod in the holder, slacked the drag right off and went below to put the kettle on. Back in the cockpit, sipping the steaming cuppa, I lifted the rod gently to add some life to the bait. Damn! Caught on the seabed. My fault for leaving the rod unattended. I tightened the clutch on the fixed-spool reel and was trying to pull it free, when the "sea bed" started to move off, and there was nothing I could do with the light rod and 15-pound line to

close to this impressive creature, so when we had it alongside the boat Mary cut the line as close to the fish as she dared. It swam away, none the worse for its exertions, with our apologies ringing in its, er, ears.

After explaining ourselves to our neighbours, Murray and Nadine on *Squizl*, who had enjoyed the curious antics on *Alacazam* ("it was worth getting up early for", they said), we set sail for Carriacou, with the barbie now hidden under a blue canvas cover. I put two troll-

## A Little Herring Goes a Long Way

by Dick McClary



Gotcha!

dissuade it from doing so — I had to give line or a break was unavoidable. Soon whatever it was, was on its way to Carriacou ahead of schedule. But after about 20 minutes or so of recovering line, then having to give it back, I felt I was beginning to win the struggle.

Later, now close to the boat, the fish really started to enjoy himself. He discovered that by swimming around in circles under the stern he could hook the line around the dinghy's outboard. By swimming between the dinghy and *Alacazam* he could involve the painter, and with a little luck the self-steering gear too. Changing from port to starboard meant that the backstay, the dan-buoy and the gantry could get involved, and a surge ahead had me clambering pole-dancer-like around the outside of the bimini. As soon as we found ourselves on the same side of the boat he'd decide he'd rather be back where he was, so the entire toe-stubbing, arm-wrenching procedure could be repeated. Huge fun. Oh how we laughed! But now I could see what it was — a large sting ray, about five feet (1.5m) from wingtip to wingtip. Probably a tad too much "hangover" for the barbie. Mary said. With the Steve Irwin tragedy in mind, neither of us was keen to get too

ing rods out, the windward one a 50-pound outfit rigged with a deep-diving Rapala XRap Magnum lure and the leeward one a 30-pound outfit rigged with a trolling feather topped off with the other half of the herring fillet. Not being in any great rush, we were sailing under a reefed main and yankee only, which gave us around five knots.

Just four miles out, the reel on the leeward rod began to sing, with line pouring off it lickety-split. I struck hard to set the hook and tightened the drag as much as I dared, then returned the rod to its holder. This was a good fish and was still taking line; my intervention hadn't discouraged it in the slightest.

I gave clear, concise instructions to Mary: "furtherheadisaildisconnecttheselfsteeringtakehelmwhe'restheboodygaff" while I started to get the other lure in. Then the reel stopped singing and the rod straightened up, a clear sign that all was not going to plan. The 50-pound mono leader had been bitten through. I re-deployed the windward outfit and brought in the leeward one. It was while I was re-rigging it that the 50-pound outfit started to sing. It's hard work, this fishing.

—Continued on next page

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—Continued from previous page

This time my opponent was outgunned and I'd soon netted my catch — a Spanish mackerel. From a culinary point of view, these rate right up there with dorado and wahoo in my view, and perfect for the christening of the barbie.



fillet. Brown boobies, always a welcome attraction for this skipper, were much in evidence. The presence of these diving birds usually means there are fish around, so I was ready for it to happen. But it didn't, until I wasn't.

We had passed inside Sisters Rocks, and had turned east to enter the anchorage. I was at the mast dropping the main, and Mary was helming and tidying away the sheets and other assorted string. My next job would have been to bring the trolling gear in. By the time I got back to the rod the fish must have been 300 yards or so astern, and trucking. I set the hook and hung on. In the distance a long, lean fish leaped high into the

anyone who cared to watch. Sometimes I wish we hadn't painted her bright yellow. Blue with white flecks might have been better.

We gaffed the barracuda and got it aboard. Jonas and Ylva were there to welcome us in, having been among our audience. "What on earth was all that about?" Jonas said, and something else in Swedish when he spotted the barracuda taking up most of the cockpit sole.

It's not a fish you'd want to make a pet of, the barracuda. Distinctly uncuddly. Not so much a piscatorial spaniel, more a rottweiler/alligator cross — and this one looked very cross. A slug of Jack Iron rum poured directly into the gills had killed it quickly and humanely before it could carry out any malicious intent.

But what to do with five feet of dead barracuda? Many cruisers won't eat them, especially large ones, owing to the risk of ciguatera poisoning. Ciguatera is a



Above: Our anchorage neighbours thought my fishing antics were worth getting up early for

Left: Tempted by a little herring, this barracuda was too big for the barbie

We anchored in Hillsborough Bay and met up again with our Swedish friends Jonas and Ylva on *Lena*. Great company, with or without barbecued Spanish mackerel, which we all agreed provided a very tasty dinner. Next morning we set off for Tyrell Bay anchorage, just around the headland. Hardly far enough to raise the sails, so we put in a leg out to sea, to make sail of it. And of course I still had that herring fillet in the fridge. I set up the 30-pound outfit with a blue and white tuna feather, adorned with the whole herring

air. A wahoo? King mackerel? Neither unfortunately. It turned out to be a barracuda, and a big one. Mary had two objectives: to keep the fish astern, and *Alacazam* off the reefs that border the anchorage and the shoal that's in the middle of it. The fish was doing little to help, which I thought was pretty unsporting of it, but my instructions were again clear and concise. She doesn't know how lucky she is. With our main half-down and our slalom-like approach to the anchorage, *Alacazam* was again providing huge entertainment to

toxin found in many reef fish and predators that feed on reef fish. It collects in the fish's liver, so an old, large fish is more likely to have accumulated a dangerous amount of it than a small, young one. If you're unlucky enough to eat a fish that has it, then you could be in for a very torrid time. It's generally accepted that it's only present in the resident fish populations of the northern part of the Caribbean chain. South of Guadeloupe incidences of ciguatera poisoning are very rare indeed. But a fish the size of this barracuda may have travelled far, and could just be down south on holiday. The good people of Carriacou though, having eaten it for years, are made of sterner stuff. A quick call on the VHF, picked up ashore by a taxi driver, soon had a grateful islander, Sharwin, alongside to collect the fish.

But what of our little hero, the threadfin herring, who although having failed to provide anything for the barbie, went a long way towards it in tempting three good fish — one we cut away, one that got away and one we gave away. Well, according to Sharwin, indirectly he fed 40 people. Nobody died.

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## SERVING AT SEA BY SHIRLEY HALL

I love the smell of a freshly cut squeezed lime and the thirst-quenching taste of tart limeade. I got used to the big seedless limes in Florida, but here in the Caribbean I'm content squeezing one of the small local limes to "wash" my chicken and fish, or add to my sundown cocktail.

Like most other citrus fruits, the juicy lime originated in Southern Asia. Thousands of years later it has evolved and traveled to all tropical parts of the globe. Arab traders carried the lime from India to the Middle East where the 12th century Crusaders found it and introduced it to the Mediterranean. Columbus supposedly planted the first lime seeds in Hispaniola. Spanish explorers sailed the lime to Florida where it became the "Key Lime".

# The Sweet and Tart Lime



There are three basic types of limes with various names. The West Indian, Key, or Mexican Lime has many seeds and is smaller than the big seedless Tahiti (or "Persian") variety. The Tahitian may be a genetic hybrid that arrived in California around 1850 with other fruit imported from Tahiti. There is also a Southeast Asian variety called the Kaffir lime, which is similar to the West Indies' rough-skinned lemon. "Kaffir" is a strange name because in Arabic it means unbeliever. Brazil and Mexico lead the world's lime production with a combined 1.2 million metric tons.

Ancients used the lime for medicinal purposes. Fragrant limes were used during the Middle Ages to keep moths away from hanging clothes, just as mothballs do today. Sailors loved the lime, since it prevented the weakening disease of scurvy. British sailors became known as "limeys". The islands' concept of "limin", or hanging out, is derived from the relatively easy job of lime picking, which always included resting and storytelling under the lime tree.

Cold-pressed lime oil smells sweet and blends well with citronella, lavender or rosemary. Beyond a scent, it is used to increase blood circulation, treat arthritis, reduce high blood pressure, and to fight colds and flu. It can reduce acne, and take the pain from the stings of insects. Citrate of lime and citric acid are also derived from this fruit.

One average lime has only 20 calories with absolutely no fat, sugar or cholesterol. One lime contains a third of the daily requirement of Vitamin C as ascorbic acid. Limes also have some fiber and potassium.

Don't buy limes that have been picked too young — they will have no juice. Limes keep fairly well unrefrigerated in a cool, dry place. Even when the peel becomes dry and hard, the inside will be juicy. Lime juice can be frozen in ice cube trays for handy use.

West Indians use lime in pepper sauce and chutneys. Throughout the Caribbean and Central and South America lime juice is used in marinades, salad vinaigrettes, fish dishes, cocktails, and ceviche. In ceviche-style cooking, lime juice is mixed with other ingredients such as chopped hot and sweet peppers, tomatoes, chadon bene and onions. The lime juice not only flavors fish or seafood, its acid actually cooks the flesh firm and opaque.

### Ceviche Shrimp

1 pound large shrimp  
1 large ripe tomato, chopped  
1 medium sweet onion, chopped  
1 bunch chadon bene, chopped fine  
1 hot pepper, minced  
Juice of four limes  
1/2 Cup fresh orange juice  
Salt and spice to taste  
2 limes, thinly sliced

Bring a two-quart pot of water to a boil. Remove from heat and add shrimp. Let rest for only one and a half minutes then remove shrimp from water, drain and place in a glass bowl.

Add all chopped vegetables, the minced hot pepper, lime juice and orange juice, seasonings and lime slices to the shrimp. Cover and refrigerate for at least four hours. Serve with biscuits or warm baked garlic bread.

### Grilled Lime Chicken

3 Tablespoons canola oil  
Juice of three limes  
1 medium onion, minced  
6 garlic cloves, minced  
1/2 hot pepper, minced (optional)  
1 leaf chadon bene, chopped fine  
Salt and spices to taste  
4 large chicken breasts

In a bowl, mix together all ingredients except chicken. Add the chicken, turning to coat. Let marinate in the fridge for four hours. Grill the chicken over hot coals for 15 minutes or until done, basting frequently with the marinade.

### Lime Biscuits

1/2 pound (2 Cups) baker's flour  
1 Tablespoon baking powder  
1/2 Tablespoon salt  
4 ounces butter  
1/4 Cup brown sugar  
1 egg plus one egg yolk  
3 Tablespoons lime juice  
2 Tablespoons grated lime peel

In a suitable bowl combine flour, baking powder and salt.

In another bowl, cream butter with sugar. Add the egg and yolk, lime juice and grated lime peel. Mix well.

Add flour mixture with the butter mixture, combining into a soft dough. Form the dough into half-inch balls and place on cookie sheets. Bake at 180°C (350°F) for 12 to 15 minutes, until golden brown.

Sprinkle with extra sugar if a sweeter taste is desired.

### Lime Balls

2 Cups grated green papaya  
1 Cup brown sugar  
1/2 Cup water  
Juice of three limes  
Grated peel of one lime

Boil grated papaya in sufficient water to cover; cool and strain. Press papaya to remove all excess liquid.

Place sugar and the half-cup of water in a saucepan and bring to a boil. Stir until it thickens. Add grated papaya, lime juice and grated lime peel. Boil for two minutes, stirring constantly.

Remove from heat and cool slightly before rolling spoonfuls into balls. Allow to dry on waxed paper.

### For the Farmer

A perfect addition to any yard is a grafted or budded lime tree that bears in three to four years. Thorny, wild, West Indian lime trees grown from seeds may reach 20 feet and take at least six years to bear.

Lime trees need good, well-drained soil and full sun. When planting, water after refilling half the soil in the hole. Pile the second half of the soil higher than ground level to prevent puddles that will cause root rot. About two feet outside the high soil at the tree's trunk, create a three-inch high dam or water ring. This will hold water for the fine outer roots during the dry season.

Water every few days for the first month, then weekly for the next four months if it is the dry season. Pull or gently hoe all weeds and lawn grass from inside the water ring so the young tree doesn't have to compete for water. Do not use herbicide.

To prevent damage by a "bushwhacker" or string mower, wrap the trunk in aluminum foil or make a guard by cutting the top and bottom out of a plastic soft-drink bottle and making a slit down one side to slip it over the trunk.

After three months, the recommended fertilizer is a cup of urea sprinkled every three months. Alternate between urea and 12-12 17-2 every two months after the tree starts to blossom.

Limes are sturdy trees that have few natural enemies like the leafminer, so little chemical spraying is necessary. Fruit that ripens to yellow on the tree will soon turn brown at one end.



# Scramble: Easy Yet Elegant

by Ross Mavis

## Scramble

Serves four.  
2 muffins or bread rounds, sliced  
or 2 pancakes per person  
1 Tablespoon butter  
1 Tablespoon cooking oil  
4 eggs  
4 Tablespoons milk  
1/2 Cup cooked lobster or crab  
salt and pepper to taste  
1/4 Cup cheese (Cheddar or feta)  
minced chives or green onions

Carefully toast the buttered muffin halves, bread rounds or warm pancakes in a fry pan on the stove top. Meanwhile, lightly beat eggs and milk in a bowl. Leave a separation of white and yolk as this provides a nice color break. Over medium-high heat, in non-stick fry pan, add a drizzle of oil and a tablespoon of butter before adding the eggs. If you are expecting more than four people, you'll want to make this scramble in batches. Stir the eggs gently and scrape them as they cook into

The word "scramble" may conjure up thoughts of a struggle or clambering on deck when weather gets dicey but it takes on a whole different meaning in the galley. The wonderful union of lightly cooked eggs, seafood, cheese and herbs stacked on lightly toasted bread, English muffins or even pancakes is sheer elegance.

Any morning is an ideal time to impress friends and family with this delightfully easy stove-top meal. If you have fresh lobster, crab or white fish in the cooler, you're halfway to heaven. Some folks will substitute tinned salmon or tuna but it really isn't an acceptable stand-in for freshly cooked seafood.

Decide on the number you plan to feed and lightly butter two English muffin halves or bread slices for each person. When you are really trying to make an impression, carefully cut the crust off the bread slices. If you have a large diameter cookie cutter, or a small



bowl or dish slightly smaller than the width of the bread, press it down onto a bread slice and *voila*, you have a perfectly circular bread round. (I keep the crusts or extra bread pieces, dry them and crush into crumbs to use for fish or chicken coating at a later date.)

Once, when I discovered my sole loaf of bread had gone moldy and English muffins weren't available, I threw caution to the wind and used pancakes.

Make your own rounds by simply cooking pancakes from an unsweetened batter. These can be made in advance if you wish and wrapped in plastic to retain moistness. The batter I prefer for these is a simple one that can also be doubled if you want to serve them in the traditional way with butter and syrup.

To make scramble bases:

### Pancake Mix

2 eggs  
1/4 Cup oil or melted butter  
1 Cup soured milk  
1 1/4 Cups flour  
1/2 teaspoon baking soda  
1/2 teaspoon salt

Beat eggs, oil and milk well. Stir in dry ingredients just until nicely mixed but don't over beat. Drop spoonfuls of batter on a hot oiled griddle and turn when bubbles appear on the surface of the pancakes.

This will make 8 to 10 pancakes. Keep warm while scramble is readied.

the center of the pan. Salt and pepper can be added at this time. Just before the eggs are fully cooked, add the cooked broken lobster meat, crab or fish. Stir lightly to incorporate. Coarsely grate cheddar cheese or crumble feta cheese into the egg/seafood mixture. Just as the mixture is almost completely set, but still moist, add dried chives or chopped fresh spring onions as a garnish.

Place a spoonful onto the prepared muffins, bread or pancakes on serving plates and garnish with fresh fruit or a small side salad of mixed greens. Pour vegetable cocktails and get ready to receive rave reviews. How easy is this anyway?

### Vegetable Cocktail

A tin of tomato or vegetable cocktail juice makes a super accompaniment to a scramble. Like so many things in life, presentation is very important.

Rim glasses by rubbing the lips with a cut lime and inverting them gently into a mixture of coarsely ground pepper, garlic powder, salt and a sprinkle of your favorite herbs. To each glass, add a couple of ice cubes if you have them, fill with veggie juice, add a splash of HP sauce and a dash of hot pepper sauce. Stir and garnish glasses with a slice of cucumber, lemon or lime.

This truly is putting on the dog without any hassle.

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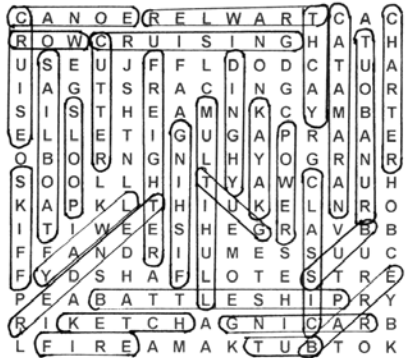
Unsuitable applicants will not be acknowledged.

## Read in Next Month's *Compass*:

Way Over There in Panama  
Cruisers Do St. Thomas Carnival  
Maximizing Island Memories

... and more!

## Types of Boats Solution



### Dear Compass,

Thanks for publishing in your April issue the two letters commenting on the March 2008 *Yachting Monthly* magazine article on the crimes against yachts in Chateaubelair, St. Vincent, in November and December 2007.

I have two comments to add. The first letter quotes someone who lives in St. Vincent as saying, "The last lot that got caught are now enjoying 20 years in prison..." That is NOT the lot responsible for the most recent spate of attacks in Chateaubelair. It is important to keep the details straight, and not allow vague comments like this to imply that Chateaubelair is again a safe anchorage.

A visiting yachtsman anchored in Bequia came up on the Security Net on April 5th to say that, while he had heard terrible things about "these islands", he had found, instead, no problems except for a fierce-looking water taxi operator in Bequia with whom he has now made friends. That's the opposite side of the above problem: rumors running rampant.

My second comment is more general in nature. While the input from these two writers is valuable to *Compass* readers, the more important audience is *Yachting Monthly* itself and its readers. I exchanged e-mails for some two weeks with Dick Durham, the author of the March *Yachting Monthly* article and, not only would he not name his sources nor back off on his accusations, he added more vague charges to the mix, regarding a number of other anchorages in both the Windwards and the Leewards. As the one letter to *Compass* indicated, the reputation of a number of anchorages in St. Vincent and the Grenadines has been tarred, undeservedly, with the same brush as Chateaubelair, and those will now suffer a loss of their yachting tourists (i.e. all those who read the *Yachting Monthly* article and take it for the truth).

When we as yachting tourists in the island chain observe or are involved in a negative incident, the appropriate target for our comments is the Ministry of Tourism and/or the marine trades association of the country in question. Letters to the *Compass* serve to alert our fellow yachtsmen about potential problems or dangers but do not notify those who have the power to change the circumstances of the problem. Let's target the true audience in addition to alerting each other, the audience who can bring about the necessary changes or the audience who promulgated the erroneous reporting.

**Melodye Pompa**  
**S/Y Second Millennium**  
**for the Caribbean Safety and Security Net**  
**SSB 8104.0 at 1215 UTC**  
**www.safetyandsecuritynet.com**

We asked *Yachting Monthly* editor Paul Gelder for his response to Melodye's letter, which follows.

### Dear Compass,

Thanks for giving us the option to reply. After *Yachting Monthly* reader Steven Jones sent in his story about the attack he and his wife, Katherine, suffered in Chateaubelair, St. Vincent, at the hands of three robbers armed with a gun and machetes, we checked the facts by contacting, respectively, the Deputy Prime Minister, and the police chief of St. Vincent. Both apologised for the attack and confirmed other incidents. They promised to step up police patrols and said they were planning use a decoy yacht to try and entrap robbers.

Our reporter Dick Durham then spoke with a local journalist on *The Vincentian* newspaper who told us "pirates sneak in to some of our bays (not just Chateaubelair) from neighbouring islands". He said there were more attacks than those logged, as some yachtsmen don't report them through the proper channels.

We contacted the UK Foreign Office, who told us of

other pirate attacks in the lower Caribbean. All of this was reported in the March issue of *Yachting Monthly*. Following publication of our article, we were contacted by pilot book writer and Caribbean cruising authority, Don Street. Don told us of other robberies and thefts in various Caribbean locations. Some of his statistics were over a period of several years, others were more up to date. We filed his statements, pending further incidents and possible further articles, but did not publish them.

I am sorry if anyone is upset by our report, but we have to put the safety of our readers before the interests of tourism and commerce. Our reporting has been balanced, as well as informed. We have also published readers' letters expressing contrary views.

**Paul Gelder, Editor**  
**Yachting Monthly**  
**London, UK**

### Dear Compass,

We just completed a wonderful 14-month cruise of Venezuela, Bonaire and Curaçao from March 2007 until May 2008. Of course we had heard of piracy on the seas and at anchorages before we sailed to Venezuela from Trinidad. We were a little anxious at first and only went to recommended anchorages on our way to Puerto La Cruz. We stopped at Los Testigos, Margarita (Porlamar), Coche, Navimca boatyard in Cumaná, Laguna Grande, Mochima, Chimana Segunda, and finally Bahía Redonda Marina. From Testigos to Cumaná we traveled with one other boat. From Cumaná to Puerto La Cruz we traveled alone. We encountered no problems along the way.

We also traveled alone from Curaçao to Puerto La Cruz along the coast (see our article in the January 2008 *Seven Seas Cruising Association Commodore's Bulletin*).

Next time alone was from March 16th to April 30th, cruising the Golfo de Cariaco, Cubagua, Coche, and Margarita.

Then we decided to head east so we could return in 45 days to allow our boat to remain in Venezuela for another 18 months.

We left Porlamar at about 1800 hours on April 29th and even with light winds which we believed were favorable for heading to Grenada, we found that, because of the strong current, we could only go due north or south. We chose south as we did not want to end up in Cuba! We motor-sailed through the night of the 29th keeping five miles off the coast of the Peninsula de Paria. We decided to head for Trinidad instead of Grenada at this time. We knew that Caripano was a port for entering and leaving the country so we thought it would be a good place to stop to rest. But we read in the cruising guide about Puerto Santos just another four miles east of Caripano, so we decided to stop there. "What a lovely bay," we wrote in our log. We discussed staying two nights because it was so lovely. After locking ourselves in for the night, we slept for a few hours, then had dinner and returned to bed.

At 2145 we heard the loud noise of a pirogue hitting our boat and the banging began. Men were yelling and pounding on the hatches of the V-berth and aft cabin, then on the companionway door. It went on for several minutes. We had pepper spray and flare guns in hand. We pictured them destroying the boat as they tried to gain entrance. We expected that at any minute they would break through the acrylic hatches or the companionway with their machetes and/or guns and we would be beaten (or worse) and robbed.

Then Joe fired a flare out of a salon hatch and then another one. The men jabbered back and forth in excited voices and then they were gone! We looked out of our port lights but saw nothing from either side. They were gone but now the terror of the act set in. Were they going to get crowbars or guns and return to again try to break in? Were they watching us to see if we would try to leave the anchorage and they could attack again?

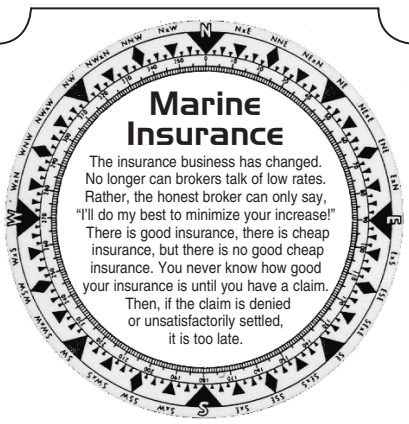
During the time of the banging and pounding, we called "Mayday, mayday, mayday" on VHF channel 16. We tried the Caripano port captain, the Guardia Costa and the Guardia Nacional. Finally someone named Francisco understood that banditos had attacked us. We were informed that the Venezuelan Coast Guard was some 15 to 20 miles away. He suggested moving our boat to Caripano because the Venezuelan Navy is stationed there (unbeknownst to us). He also tried calling the port captain there, with no luck either. He told us he would come to our aid himself if he didn't have a posada full of guests. After about 30 minutes, he called back and said that since we had not been hurt or robbed, the only thing he could do was call the National Guard and they would patrol the beach area. We asked what good that would do if we were on the water and they were on the land, but he said it would provide a "presence in the area."

So, as we subconsciously already knew, we were on our own. We switched on the foredeck light and Joe did anchor watch until 0500, May 1st. We were quite anxious when we left the anchorage, expecting at any moment that the banditos would attack again as now we were more open to being boarded. During the passage we saw several pirogues and we would wonder if the banditos were on one of them. Needless to say, it was a scary experience.

—Continued on next page



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—Continued from previous page

When we arrived in Grenada on May 2nd, cruisers kept asking "But would you return to Venezuela?" The attack is too recent and we are still not over it. We said we didn't know. We were asked if we would recommend others to cruise there. We said that's up to them.

The rule of thumb in Venezuela is "lift it, lock it or lose it" when referring to your dinghy. The rule of thumb for yourself might be "lock up, board up, and have a plan ready in case of attack." We knew we shouldn't anchor anywhere on the Peninsula de Paria, but heck, it was our last night in a land that we had enjoyed for over a year. We pushed our luck by one night (and we were exhausted).

Our plan now includes: locking the companionway when inside, turning on the foredeck light immediately upon a boarding, blowing a loud horn, firing warning flares from the hatch. More lethal measures would have to be used if boarders gained entrance to our boat. Now we understand the meaning of survival. Anger still remains. We are now in Grenada safe and sound, but the after-effects are nervous stomachs, tears, relief that we were not beaten or killed, relief that the boat is okay too. But now we are advocates of owning a gun. Previously the idea of lethal force would have been unthinkable. We are fortunate that we are not hurt and our home is not damaged. But, sadly, we now believe in Pirates of the Caribbean.

So, to answer the cruisers' two main questions: Would we return to Venezuela? Maybe. In time we might say yes. Others have, who had been attacked.

Would we recommend others to cruise there? That's up to them. This type of activity happens everywhere in the world. Cruising on the open water makes one perhaps more vulnerable to attack since there is no "911" to call. Being with other boats may deter some bandits, but not all. Boardings and robberies at Portlamar, for instance, have occurred even when the target boat was surrounded by numerous other boats in the anchorage. Sometimes they only want money. We know of another boat that was completely stripped, from electronics to clothes to food to the shower-curtain rings!

We each do what we are comfortable doing. Be prepared for the unexpected.

**Diane Dinan**  
**Moon Goddess**

#### Dear Readers,

Diane's letter, and Melody's above, underline the importance of "location, location, location." As Diane says, she cruised extensively in Venezuela for 14 months without incident before anchoring in Puerto Santos (where assaults on yachts were reported in April and June, 2003, although between then and her incident, it's been quiet).

Yes, crimes against yachts do occur, but where, exactly? All too often we hear or read that "St. Vincent is unsafe", "Venezuela is unsafe" or "the Caribbean is unsafe". These sweeping statements are the cousins of geography-challenged headlines in North American newspapers that announce "Caribbean Devastated by Hurricane" when only parts of one or perhaps two islands have been affected.

Let's look at the geographical perspective. The Wider Caribbean Region contains 28 countries and the Caribbean Sea is some 2,000 miles wide. Saying that this area is unsafe because there are incidents here and there is like saying the European Union (with 27 countries, and about 1,700 miles from Norway to Italy) is unsafe because a number of assaults on tourists have occurred in, say, Budapest and Rome.

Similarly, Venezuela covers some 352,144 square miles — larger than Texas and Oklahoma combined. Even if you just consider Venezuela's 2,000 miles of coastline, compare that to California's 840-mile coast. If San Diego had a crime wave, that would be no reason to strike San Francisco Bay off a planned cruising itinerary.

Cruisers can research the safety of prospective Caribbean destinations by visiting [www.safetyandsecuritynet.com](http://www.safetyandsecuritynet.com) and by talking to other cruisers, charter base managers and locals, and then choose where not to go. Of course, it's impossible to predict when a crime will occur in a previously "safe" spot, but that's true anywhere in the world. Informed sailors won't let crime reports from specific hotspots deter them from enjoying the rest of this vast cruising area.

CC

#### Dear Compass,

Astillero de Higuerote on the mainland of Venezuela is one of the best boatyards I have been in, especially in regard to security here in Venezuela. The yard is on a peninsula just adjacent to the capitaneria or port captain's office, so clearance from foreign is easy. The port captain has authority to issue the ship clearance zarpe, which can be extended to 18 months before the vessel must leave the country for 45 days.

The yard is large and has five travel lifts with the largest rated for 100 tons. It is airy and well maintained with plenty of free, clean water, free electricity and very clean restroom facilities. While showering in the outdoor facilities I watched a pair of osprey in a nearby tree and watched as three small owls explored the recently plowed and cleared surface of the surrounding land.

The main town of Higuerote is a 20-cent, ten-minute bus ride away and the town boasts six good hardware stores and countless bakery/coffee shops as well as the normal plethora of street vendors selling a vast array of clothing, CDs and prepared food. On every corner are fruit markets, fish stalls and/or *bodegas*, at which a cold bottle of beer costs about 20 cents!

The main beach (which I walk along to town) is about two miles long and never have I seen such a rich supply of shellfish being harvested on a daily basis. I walked into the gentle surf up to my knees and with bare hands was able to collect over three dozen small edible surf clams in less than one minute! *Chipi-chipi*, as they are known locally, are like very small New England quahogs and make a very similar tasting chowder. One must remember, however, to leave the clams in a bucket of seawater with some cornmeal for a while. The normal siphoning process of the clam will exchange the sand which it has carried from the sea with the cornmeal that has been added to the water, making a much more savory broth.

Now that my haul-out has been completed I am anchored 200 yards away on the opposite side of the channel at the entrance to an extensive mangrove lagoon area, Carenero, which must be five times the size of Carriacou's. Sitting here in the late afternoons I watch flocks of red ibis, green parrots and pink flamingos returning from their day's fishing, and on weekends the Venezuelans come out in family groups and camp on the beach at the head of the mangroves where there are benches and barbecue facilities. Unlike in my New England hometown, the tenting is not only allowed but is encouraged! And yes, there is ball playing, loud music, and open fires for cooking. In Connecticut about the only thing you can do on the beach is leave footprints and take pictures. (I certainly would not eat the shellfish from there any longer.)

All the crowds in Puerto La Cruz oughta loosen up a little and check it out for themselves, but sometimes I think that the yachtsmen of today are a lot like the folks who have to put bars on all their windows for the "luxury" of living in a city.

**John Smith**  
**Mermmaid of Carriacou**

#### Dear Compass,

Like many fellow part-time cruisers, we have returned to Trinidad to put our boat on the hard and fly home until November. Preparing the boat for lay-up in the Caribbean for hurricane season is a chore but it is one we gladly accept as this means we will be back in the islands again next fall.

Lay-up also gives one a chance to reflect on the cruising season. I for one am very glad that I will be back aboard *Circe* and fortunate to have survived a near mishap in our trusty dinghy, *Evelyn* (*Evelyn* is named for our friend Roy's grandmother, but that's another story).

*Evelyn* is a ten-foot rollup floored Avon powered by an eight-horsepower Yamaha that has been our tender without incident for 17 years. This changed this season on a March afternoon at the head of Palmouth Harbor, Antigua. I was zipping across the anchorage in *Evelyn* with the Yamaha throttle wide open and a light touch on the tiller. The water was very smooth, there were no nearby yachts and it was nice to be going somewhere this windy season in the dinghy without getting a lot of salt spray.

I was sitting on the starboard side of *Evelyn* steering with my left arm just like I have done hundreds of times. In the blink of an eye, or maybe a nanosecond, the tiller was no longer in my hand and *Evelyn* was in a full-speed spinning contest. Inexplicably, the tiller had slipped away from my grip. Somehow, and for some reason, I was not thrown overboard. Something told me to hit the floor quickly and crawl back to retrieve the tiller. When it had slipped from my hand, the torque of the propeller had turned the motor hard over and the tiller was now over the port side transom. The fast-spinning dinghy made it very hard to do, but after three or four full circles, I regained control of the tiller, throttled back and breathed a huge sigh of relief.

My mind flashed back to my youth when a friend was thrown overboard, run down and killed by his own boat. His football jersey was tightly wound around the propeller when his boat was finally stopped. He had not used a safety lanyard.

I immediately put my sporadically used safety lanyard, attached to the front of the outboard kill-switch, around my wrist and finished my dinghy journey.

Finished is the operative word here. If I had fallen overboard, there is no doubt in my mind that I would have been hit by my own outboard's spinning prop and I might have been thoroughly finished.

Since then, we always use the safety lanyard even on short, slow trips. This incident has given me a new perspective on dinghy safety. Now I look to see if people are using their safety lanyards. Many, just like me in the past, do not.

I am also surprised at the number of cruisers who make dinghy trips while standing up, alone or with a partner, using long tiller extensions in their hard-bottom inflatables with big engines. Maybe they are using lanyards clipped to their ankles, maybe not.

—Continued on next page

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**DON'T  
LEAVE PORT  
WITHOUT IT**



—Continued from previous page

Either way, someone can fall out in that nanosecond, especially in a V-hulled RIB that can make a steeply banked turn. Lots of these cruisers are our friends and we want to keep them around for long, long time.

If it can happen to me, it can happen to you. Please wear that safety lanyard! Please consider sitting down! (And Roy, we'll treat Evelyn kindly again next season!)

**Harrison Evatt  
S/V Circe**

**Dear Compass Readers,**

Warning: the sea level in the Caribbean in June and July is usually 12 to 18 inches lower than it is in the winter.

This is not reported in modern pilot books (my guide does mention it) but it is a well-known fact that was first reported by Mr. Lange, a naturalist living in St. Croix back in the mid-19th century. It was reported in the 1867 Norie & Wilson guide to the east coast of North America and the Caribbean.

This means that, come low water springs in June and July, the sea level can be as much as three feet lower than during high water springs in the winter. Thus, some shallow channels may be temporarily unnavigable for deep-draft boats.

On another subject, as hurricane season approaches, visit my website, [www.street-iolaire.com](http://www.street-iolaire.com), for information on hurricanes, boat preparation, hurricane holes, securing for hurricanes, dodging hurricanes, etcetera.

**Don Street  
Glandore, Ireland**

**Dear Compass,**

Being in the Caribbean for six years now and having sailed many times up and down the islands, this year I wanted to make a tour. I planned to go west from Margarita to Curaçao, from Curaçao up to the Dominican Republic and from there, head east again. When the hurricane season started, I'd sail from the Virgin Islands back south to Margarita. In Santo Domingo, DR, I would apply for a US visa for my Venezuelan girlfriend, Glenda, who is sailing with me as crew for seven months.

When we arrived in Boca Chica, DR, we took a 45-minute bus ride to Santo Domingo, where I did all the necessary paperwork for the visa. At first we were told we had to wait about six weeks for an interview, but after long discussion (which cost me two PIN numbers at US\$16 each) we arranged to have the interview about 18 days later. While we were waiting for the interview we visited the island and I arranged for some long-sought outboard parts to be sent from the US for us to collect in Puerto Rico.

When the day appointed for the interview arrived (April 15th), we went to the consulate. We arrived early, but hundreds of other people were also waiting on the hot, noisy street. We had already invested many hours in the bank to buy the PIN numbers and pay for the interview, and waiting for the photos, but we felt we were now at the end of the long process, so we took it as best as we could.

While we were waiting my girlfriend felt unwell and had to lie down on the ground. Some people from the consulate helped her inside, but I was not allowed to go with her, and here is where things went wrong, I think. When she was alone for the interview, she explained that she was on a boat, so she had no address, and that she was depending on me for her financial status. She showed the papers indicating that I was captain and owner of the boat, and she also had my passport, documents showing my financial status, and a crew list, but the man did not want to see the papers. When asked why she wanted to go to Puerto Rico, she said, "To visit." The official told her he could not give her a visa, because she had no special reason (such as visiting family) to visit Puerto Rico.

When she came out of the building and I saw her face, I knew enough. I tried to talk with somebody from the consulate but that was impossible. The only recourse was to make another appointment, buy the US\$16 PIN, pay US\$131 for another interview, and try again.

After the disappointment comes the question: why can't the US government give a yacht's crewmember a visa so the boat can make a stop on the hard sail east? Why does yacht crew need a special reason; does a tourist need a reason to visit a country?

I write this letter while we are at sea. We beat against the wind and current for three days until we got in the lee of Puerto Rico. Last night, I was motorsailing about four or five miles from the coast when the coastguard checked me on the radio. They told me that because my girlfriend has no visa, I have to stay at least 12 miles off shore, so I had to change course, making my trip harder. Is there not a little bit of humanity in the laws of the US?

**Eddy  
S/V Helena  
Belgium**

**Dear Eddy,**

US Immigration law may not be inhumane, but it is strict. Yacht crews can get a visitor visa, but it helps to know exactly what type of visa to ask for, and to clear-

ly state that you want a visa because the yacht you work on is going to (or is already in, if you're going to join it) US waters. Merely saying "I want to visit" apparently isn't always enough — a "visitor" visa simply means "non-immigrant".

A visitor visa is for persons desiring to enter the United States temporarily for business (B-1), for pleasure or medical treatment (B-2), or a combination of both purposes (B-1/B-2).

According to an article by Lucy Chabot Reed in the March 29, 2007, issue of The Triton ([www.the-triton.com](http://www.the-triton.com)), yacht crew should request a B-1 visa, which is a visa for a visitor for business. US Customs and Border Protection Agent Jack Garofano told The Triton, "The B-2 is not appropriate for yacht crew because that's a visa for a visitor for pleasure. Commercial vessels are the C1/D, which limits you to 29 days or less. Non-commercial vessels could be C1/D but the B-1 is more appropriate for yachts...."

"You have to make the case as to why the B-1 is more appropriate," Garofano added. "There's nothing in the law that says it, just the category that best describes the job. In some instances people are told they should get a C1/D. The B-1 is the more appropriate visa for yacht crew."

The Marine Industries Association of South Florida's Safety and Security Committee also sought advice from different US government agencies familiar with the maritime industry and the processing of crewmembers as to which type of visa(s) are appropriate for non-US citizens wishing to be a crewmember on a private foreign-flag yacht cruising in US waters: "We understand the B-1 visa is the most appropriate for crewmembers entering the United States as crewmembers of a private pleasure yacht."

The MIAFP notes that the B-2 "visitor for pleasure" designation allows a crewmember to enter the United States for non-work related activities such as vacations with family or visits to relatives.

The US State Department's website notes, "Although visa applicants may apply at any US consular office abroad, it may be more difficult to qualify for the visa outside the country of permanent residence."

It's therefore possible that if Glenda had applied for a B-1 visa before leaving Venezuela, you might have been able to cruise Puerto Rico and the US Virgins with her aboard. Hope this information helps next time.

CC

**Dear Compass Readers,**

My husband Tim and I had been cruising the Caribbean in our sailboat, *Tevai*, for about five months when we first heard about the problem. The Coconut Telegraph is a morning radio net where cruisers in the Caribbean check in and contact each other. One morning in March, it was announced that a significant number of cruisers who had used the ATM in English Harbour, Antigua, during January were experiencing fraudulent withdrawals from their accounts. Like the other cruisers who heard this, we packed up our laptop, loaded into the dinghy and went to the local internet café. Sure enough, both of Tim's cards had been compromised. Apparently, there was about a six-week interim between card use and the illicit withdrawals. (We are told this type of fraud is accomplished with a chip installed into the ATM, which downloads pertinent information from your card's strip and from the ATM machine as you conduct your transaction, including your PIN. The information can then be sold around the world.)

Tim contacted his bank on Skype, but because we were in Martinique and did not have a 220-volt adapter, the computer battery went dead before he finished talking to them. By the time it was recharged, the bank was closed, so it took two days to work through the issues. Tim had not kept receipts from all his withdrawals, and the location of the various withdrawals on his account was not listed when he pulled up his account on the internet. However, he knew some were not his because of the divergent amounts; he had consistently withdrawn the same amount each time he went to the ATM.

Tim pays US\$15 a month to have a "personal banker," a service not all banks provide. George worked through each withdrawal with Tim to identify which ones were fraudulent. As it turned out, the bank had already rejected several of the attempted withdrawals, most of which had come from Russia. About US\$1500 had been taken from Tim's account. George needed a police report, and rather than deal with the local authorities, Tim phoned the police in our home suburb, and asked if he could e-mail them the facts and have them file a report. They agreed. This was all done by e-mail. Within three days, the bank replaced all the money that had been stolen.

Tim transferred money into his credit card account in the hopes that he could make cash withdrawals without penalty, but was charged either US\$5 or three percent per transaction, whichever was higher. I had tried several times to get a withdrawal in English Harbour, but my card did not work. As a result, my account was untouched and could still be used to get cash.

There was a second wave of fraudulent withdrawals from cruisers who used the English Harbour ATM in March. Some cruisers had worse headaches than ours.

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One set of friends had a single debit card between them, from a very small community bank who advised them they needed to return to the US to file a police report. We suggested they ask to speak to a supervisor, and they were ultimately able to work things out. Their fraudulent withdrawals of over US\$10,000 were returned a few days later. They had the added problem of low funding in their Skype account and had to use another cruiser's credit card just to talk to their bank. Another friend and his wife had used both their cards at the ATM in English Harbour. Both accounts had been compromised and they had no way to get money until their bank sent new cards. At the time of this article, they were still waiting for their replacement cards, which were promised to have arrived three days ago.

Based on these experiences, we have some suggestions for cruisers:

- Maintain at least three ATM cards. Never use more than one in any given location.
- Use only ATMs from major US, Canadian or European banks. If you are withdrawing money at a local bank, go see the teller.
- Keep your account at home with a relatively large banking institution. Ask about the hours of their "trouble line" or equivalent. Get to know your personal banker or service representative.
- For every account you intend to use, including credit cards, call the bank and tell them which country or region you will be in. Ask them to decline transactions from any other source. This is a bit troublesome, but vastly helpful in avoiding both ATM and credit card fraud.

- Keep two accounts: a primary account from which you withdraw your cash, and a second one for which there is no card. Keep the majority of your cruising funds in the second account, and use the internet or phone to transfer money from it to the primary account as needed.

- Listen to your local cruisers net.
- Check your account frequently and have the phone number of your banker handy. Keep your Skype account topped off enough to cover relatively lengthy calls.
- Save your receipts from ATM transactions and/or always withdraw the same amount.

Unfortunately, ATM and credit card fraud is an unavoidable reality for those who travel abroad. If you anticipate it, you can go far in dealing with it efficiently.

**Pattie Bittel**  
**S/Y Tevati**

**Hi Compass,**

We were with friends at Antigua for the famous Classic Yacht Regatta in April on my boat, a Mikado ketch. We had, like every year, wonderful times following along the legs of each race, watching all the competition. In the evenings we went ashore for some beers and rum punch, rum and cokes, etcetera. Of course, we needed some extra cash so we went to the one and only ATM machine in English Harbour to get some money via credit card.

On April 25th, we left Antigua to go to Martinique then Bequia, where we have our home base.

How surprised I was when I took a look at my bank balance (Societe Generale in France) on the internet and saw mystery debits totaling around 2,300 euros!

I immediately called my bank to cancel my credit card, which was pirated between April 24th and 29th. Checking my statement, it seems that a pirate accessed my account via the ATM machine at English Harbour. He was apparently operating from Russia because the debit was in Russian roubles, debited in euros on my account. He entered apparently by first making a credit of 268 euros and immediately making the same amount of debit. Then, several times over a period of four days, he made nine withdrawals of up to 300 euros.

I have insurance against this risk, but imagine the jackpot for this guy who operated by internet or other technology during this regatta and all the festivities at Antigua. I have made a report to the French police.

**Many thanks,**  
**Dominique**  
**Mikado of Sark**

**Dear Compass Readers,**

We understand that the police and the relevant bank in Antigua have also been made aware of the problem. CC

**Hi, Compass Readers,**

My name is Suzie, formerly of S/V *Gypsy*. Recently I received the very sad news that *Gypsy* was sunk at Hog Island, Grenada. I was and still am quite upset by this news, as I believed that she had a future with her new owner whom I believed was going to take her back to former glory.

It was heartbreaking when *Gypsy* was damaged apparently beyond repair in Hurricane Ivan in 2004. I can honestly say "hand on heart" that I will never forget the spirit, will and brilliance of the Grenadian people and I often think emotionally of the island that captured my heart. In fact I can't think of better people

to sit and take a beer or rum with.

Since being back in the UK, I now have a 19-month-old daughter who is the most beautiful girl on Earth and I am hoping she will also be a violin virtuoso! (Anyone who knows me and spent a musical afternoon on the beach will know what I mean.) I think that one day, hopefully not too far away, I will return to that beautiful place and let my daughter experience the brilliant way of life that some of the local people experience every day.

I often sit at work at my desk now in England and dream of what I left behind. I only wish I had appreciated it more when I had it!

I would love to make contact with any of my old friends whom I didn't manage to gather contact details from, especially my old music partner Keith from S/V *Nomad*. I would love to hear from you all at gypsypalace@hotmail.com.

**Love,**  
**Susannah "Suzie" Schofield**  
**Gospport, UK**

**Dear Compass,**

Further to the letter from Teri of S/Y *Free* in the May edition regarding snail mail, some years ago I lived and worked in Malawi, Central Africa. A friend sent me a letter from London addressed simply to:

*Mzungu*  
*Malawi College of Forestry*  
"Mzungu" means "white man" in the local Malawian (Chichewa) language. The letter arrived in the usual time, much to the amusement of the postman.

**Neil Batcheler**  
**S/Y Adonde**

**Hi All,**

I went to Paria Bay on Trinidad's north coast for a five-day holiday, which I intended to use as an opportunity to play radio, practicing my EMCOMMS skills. In particular, I wanted to fine-tune the Winlink system that I have been using at home on my old laptop.

We arrived at Paria on a Wednesday and spent the day getting the camp set up. Once all was under control, I was able to concentrate on getting my radio up and running. It was so late in the day however, that I was only able to set up the antenna before darkness descended, so I had to leave the rest for the following day.

On the Thursday I installed the radio, tuner and a power/swr meter and ran the co-ax to the antenna. I then spent the better part of the day trying to get the antenna to tune. Something was obviously wrong with the antenna but I could not put my finger on the source of the problem. I was able to check in on the CEWN, but the SWR was in excess of 2:1 so I kept it short.

Darkness was again descending, so I put the 4:1 balun for the co-ax/ladder-line connection about two feet high on the stump of a tree where it would be out of the way of anyone or anything passing by in the darkness. What I did not pay attention to was the end of the line that was supporting the antenna in the tree overhead. It was tied to the same stump, and the end of it (about 20 feet) was on the sand. This was about 40 feet to the right of my tent and I had the radio and related equipment set up on a bamboo table in front of the tent, about two feet above ground. Everything was safe and sound when I went to bed at about 12:30AM.

I woke at about 6:30AM and went outside with the intention of checking in to the CEWN again, but instead I saw my end of my coax cable in the surf minus the balun, the tuner and power meter halfway down the beach and the radio upside down in the sand, about six feet away from the table.

A Leatherback Turtle had come up to lay her eggs in front of the tent and when she was returning to the sea, apparently snagged the antenna line, which snagged the balun, which pulled the power meter, tuner *et al* halfway down the beach. The only thing that saved it all from going in the sea was that when the turtle reached the surf, the co-ax finally separated from the balun. The damage to the cable alone was amazing.

Anyway, while there is no visible damage to the radio, it has NO EARS! It is totally silent on all bands. I just put it back in line here at home and it is not transmitting either. Something is seriously wrong. The tuner has relatively minor damage, with both SO239s and the back of the tuner twisted out of shape. The RG58 between the tuner and radio popped, which saved the rig from going far in the sand, the power meter seems to be okay, and my 55-foot length of low-loss coax is not good for anything anymore. So, I will be off the air for a while, until I can get a replacement.

This is a good example that anything that can go wrong will, so take note. I would appreciate if someone would come up on 3855 at 6:30AM and let everyone there know that I may be off the air for a while.

**Regards,**  
**Eric Mackey**  
**9Z4CP**

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**Dear Compass,**

Not many of us cruisers seem to stop in Canouan. It is a shame because those who don't are missing out. We have sailed up and down the islands many times, and while cruising the Grenadines we would never miss the opportunity to anchor in Canouan. The only problem seems to be in leaving again!

There is more to Canouan than the Raffles resort. It is a lovely little island with beautiful beaches, excellent snorkeling and diving and extremely friendly people.

While there, make sure you find the great "yacht friendly" bar/restaurant, Majella's on the Beach. It is literally on the beach in Charlestown Bay, close to the commercial jetty (but don't let that put you off — the beach is extremely clean and the water is perfectly clear.) We have spent quite a few evenings there (and the occasional afternoon!). We were made to feel welcome immediately and within a very short time we were chatting with tourists and locals alike. The food is great, varied and inexpensive — everything from salads and snacks to main courses and delicious deserts. Majella, the owner, is an Irish woman who has spent a long time in the Caribbean; she and her staff have time for a chat with everyone. They also know everyone and everything that is happening in the area, so they are great if you need help or advice.

Don't go to Canouan looking for excitement and adventure. Go to chill out on the beach, have a few beers and some good food and get away from it all for a day or two. Once you have been there you will definitely want to go back again.

**Ruth and Terry  
S/Y Thunder**

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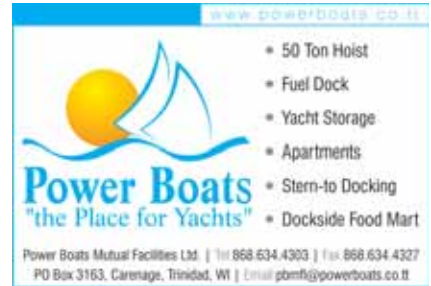
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WHAT'S ON MY MIND

# The End of the Season

by John Rowland

The Antigua Classic Regatta is over, including the infamous Mount Gay "red hat" party, held this year on Pigeon Beach. We're anchored in Falmouth Harbour. We'll be here a few more days, waiting for autohelm components. Then we'll start the run south, to be out of the insurance "box" before 1 June. This cruising season is over. One of my friends likened this cruising life to university student life, without the classes. It's 6:30AM and, as I watch the steady stream of boats leave the harbor, my friend's comment resonates in my mind.

Back in the university days, the end of Spring Term generated a very complex bundle of emotions. There was the relief that exams were over but there was also the odd sense that something ended. There were the "end of term" parties where, before the beer dulled the senses too much, conversations focused on the various plans for the upcoming summer. Most were headed for summer jobs, some in the hometown, others in some exotic resort or residence at a camp as a counselor. Some were headed for a summer academic term to help accelerate graduation or meet some missed or failed requirement. And there were those who would not be back in the fall: perhaps to go home to join the family business; perhaps to marry the girl or boy next door; perhaps called to military service; perhaps a transfer to another institution; perhaps simply facing the fact that university studies are not for everyone. As the realization that some close relationships will be interrupted or terminated, some of these conversations carried significant emotional

*The music, the beach-party atmosphere, the free-flowing alcohol and the festive spirit of the participants would be the envy of any university party crowd*

intensity. The emotion mixed with the music and the beer, combining to create a very poignant feeling.

The parallel of the Mount Gay beach party to the "end of Spring Term" parties is undeniable. The music, the beach-party atmosphere, the free-flowing alcohol and the festive spirit of the participants would be the envy of any university party crowd. Granted, the crowd is older, but they are more practiced and experienced.

The conversations, before the rum dulls the senses too much, focus on the upcoming hurricane season: who is going to Trinidad, or Grenada, or Venezuela, or the ABCs; who is going to go back to North America or Europe or into the Pacific; what maintenance jobs need to be done; new equipment to be installed; how long the boat will be on the hard. And there are those who will not be cruising next season; those who've reached a predetermined time limit and wish to go do other things; those who need to go back to be with family; those with demanding business issues. There is also gossip about some cruising couples whose relationship has cracked under the 24/7 strain of this cruising life and boats that might be for sale or be single-handed next season. The realization that we may lose contact with some of the comrades of our cruising adventures conjures up emotions and a sense of loss. The emotions mix with the music and the rum, combining to create a feeling very much akin to that felt so many years ago at university.

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## Sail

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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

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38' 1999 Sea Ray Sundancer, mercruisers, 18 kts,	\$167,000

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Ted Brewer 53 Motor Sailor	Florida	295 000 US\$
Amel Super Maramu 53 1998	Florida	339 000 US\$
Beneteau Oceanis 473 2003	Martinique	163 000 €
Bavaria 36 1999	Martinique	69 500 €

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46' FP Bahia '01, 4 cab/4 hd	370K	41' Morgan 416 CC '83, 2 cab/2hd	69K
41' Lagoon 410 '01, 4 cab/4 hd	279K	41' Beneteau Oceanis 413 '01, 3cb/2hd	114K
40' Fount. Pajot Lavezz '03, 3 cab/2 hd	295K	40' Hinkley Bermuda '70, 1cb/1qb/1hd	105K
<b>SAIL:</b>			
40' Dufour 40 '05, Sloop, 3 cab/1 hd	229K	40' J Boat J/120 '97, 2 cab/1 hd	195K
55' Tayana '89, Cutter CC, 3 cab/2 hd	339K	40' Bayfield '84 Ketch, 2 cab/1 hd	89K
47' Beneteau Oceanis 473 '03, 3cb/2hd	209K	40' Jeanneau Sun Ody, 99 3 cab/2 hd	109K
46' C Rhodes Alum. Ketch '84, 2cb/2hd	249K	38' Hunter 386 '03, 2 cab/1 hd	109K
46' Beneteau 461 '01, 2 cab/2 hd PVT.	199K	38' Bavaria Ocean 98 CC, 2 cab / 1 hd	149K
45' Dufour Classic '99, 3 cab/2 hd	149K	37' Beneteau Idylle '87, 2 cab/2hd	53K
45' Wauquiez M545, 90, 3 cab/2 hd	249K	36' Gullstar '83, 2 cab/1 hd	72K
44' CSY '79, CC 2 cab/2 hd	87K	36' S2 11.0A '85, 1 cab/1 qrt berth/1 hd	39K
44' Kelly Peterson '79, Cutter CC, 2 cab	119K	36' Moody CC '96, 2 cab/1 hd	129K
44' Freedom Walkover '79 w/ business	165K	34' Bavaria '01, 2 cab/1 hd	65K
44' CSY 44 '82 Cat-Ketch 2cb/2hd	104K	33' Terry Eskin Golden Hind '78 1c/1h	29K
43' Beneteau Cyclades '05 3cab/3hd	175K	<b>POWER:</b>	
43' Mason '82, 2 cab/1 hd	129K	58' Hatteras Yachtfish '77, 3 cab/3 hd	367K
43' Hunter Marine 430 '97, 2 cab/2 hd	130K	56' Horizon Motor Yacht '01 4cab/3hd	475K
43' C&C Ketch '82 CC, 2 cab/2 hd	90K	48' Sunseeker Manhattan '97, 3cb/2hd	379K
43' Jean. Sun Ody. '02 DS, 3/4 cab, 2 hd	175K	42' Hi-Star Trawler '88, 2cab/2hd	160K
43' Dufour Gibsea '01 3 cab/2 hd	109K	36' Hatteras East 36 '01, 2 avail.	159K
42' Beneteau 423 '07, 2 cab/2 hd PVT.	259K	35' Maxum SCR 3500 '01 2cab/1hd	129K
42' Hallberg Rassy '84, Ketch CC, 2 cab	229K	42' Hunter '03 deck salon 2cab/2 hd	189K

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## PEAKE

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**YACHT BROKERAGE**

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29' 1992 Dix Caribbea Sloop (REDUCED!!!!)	SOLD!!!!
30' 1999 Henderson 30 (Racing Yacht)	US\$60,000.00
34' 1978 Steel Sloop:ROB	US\$45,000.00
36' 1986 Lavranos Tosca	SOLD!!!!
36' 1989 Reinke Super 10 Steel Sloop	US\$45,000.00
36' 1977 Roberts (Home built)	US\$40,000.00
37' 1977 Gin Fizz (Reduced for quick sale!!!)	€ 30,800.00
38' 1987 Warrior 38 (Price reduced for quick sale!!!)	US\$97,500.00
39' 1968 Cheoy Lee Off Shore 40	US\$95,000.00
40' 1978 Atlantic 40	US\$70,000.00
40' 1986 Ta Shing Tashiba (Excellent condition!!)	US\$279,500.00
42' 1986 Endeavour (Price reduced)	US\$98,000.00
43' 1999 Wauquiez Pilot Saloon	US\$115,000.00
43' 1985 Gitana	€ 247,500.00
44' 1999 Finn Gulf (Reduced!!!)	US\$180,000.00
44' 1988 Hylas	US\$250,000.00
45' 1992 Fortuna	US\$150,000.00
50' 1991 Celestial Pilothouse	US\$268,000.00
51' 1987 Beneteau Idylle 15.5	US\$160,000.00
51' 1986 Beneteau	US\$225,000.00
52' 1988 Grand Soleil	SOLD!!!!
53' 1995 Super Maramu (Reduced!!!)	US\$129,000.00
53' 1982 Hatteras Luxury Cruiser	US\$254,000.00
55' 1994 Oyster 55	€ 379,000.00
55' 1998 Zerff Motor Sailer	US\$73,900.00
56' 1973 Visch Motor Yacht	US\$150,000.00**

**MULTI-HULLS**

36.5' 1993 Dean Catamaran (Reduced for quick sale)	US\$99,500.00
37' 2002 Fontaine Pajot	US\$325,000.00
41' 2001 Lagoon Catamaran (Reduced for quick sale!!!)	US\$334,000.00
44' 2007 Lagoon 440 Catamaran (Excellent condition!)	€ 438,700.00
47' 1998 Gancel Catamaran	US\$168,000.00
54' 1980 Norman Cross Trimaran	US\$295,000.00
55' 1995 Custom Built Trimaran	US\$350,000.00
55' 1991 Lagoon Catamaran	US\$559,000.00
72' 1990 Alumarine (Loungebin) Catamaran	US\$1,190,000.00

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