Antigua Classic Yacht Regatta

See story on page 13
Take care of your ENVIRONMENT

TRAC'S DESCALER CONCENTRATE
TRC/1212-MG
This safe, biodegradable, scale remover is designed to dissolve fresh water scale which forms a rock-like build-up inside of fresh water-cooled equipment.

ISOFOTON RIGID SOLAR PANELS
ISBF-150-12
Isoloton is the leader among European manufacturers of solar panels. Isoloton is the world’s largest manufacturer of mono-crystalline silicon.

SOLAR BOOST 2000E
BBB/SB1000E
MPPT technology increases charge current up to 30%.
Multi-stage PWM charge control maximizes battery life.

VARIOUS LIGHTWEIGHT WIND GENERATORS
These smooth running and quiet generators are designed to operate efficiently in moderate winds and start charging at 5-6 knots.
The low noise, computer-designed blades operate at low speed for enhanced safety, reduced noise and bearing wear. We strongly advise use of the optional battery regulators.

CARIBBEAN MAKE A DIFFERENCE CHALLENGE
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 wchchallenge.com

BUDGET MARINE
The Caribbean’s Leading Chandlery
www.budgetmarine.com
ANTIGUA • BONAIRE • CURACAO • GRENADA • ST. MAARTEN • ST. MARTIN • ST. THOMAS • TRINIDAD
For those who demand the very best, Doyle Caribbean’s 5/50 Construction.

5 years - 50,000 miles GUARANTEED

“Serendipity”
Beneteau 50

British Virgin Islands
Doyle Sailmakers
Road Reef Marina
Tortola
Tel: (284) 494 2569 Fax: (284) 494 2034
E-mail: bob@doylecaribbean.com

Barbados
Doyle Sailmakers
6 Crossroads
St. Philip
Tel: (246) 423 4600 Fax: (246) 423 4499
E-mail: andy@doylecaribbean.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Bequia
Withfield Sails and Model Boats
Port Elizabeth

Curacao
Kapitiensweg #4
Netherlands Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boatyard

Panama
Regency Marine
Pedro Miguel Boat Club

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix, USVI
Wilford’s Cruzan Canvas
Christiansted

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
JULY

9
Queen’s Birthday (UK): Public holiday in Anguilla
14 - 15
Harri Pantis Regatta, Barbados. www.barbadosyachtclub.com
tel (264) 494-3266, tbycybr@attglobal.net, www.tbvyc.net
tel 967-9388, www.sharonnarrows.com
15
Father’s Day. Public holiday in Puerto Rico
18
FULL MOON
19
Labour Day. Public holiday in Trinidad
20 - 24
La ExpoNautica Anzoátegui (boat show), Lecherías, Venezuela. www.evandnet.com/epromotor
21
Summer Solstice
21
Financial Services Challenge Race, BVI. Royal BVI Yacht Club (RBVYC),
tel (294) 495-1002, fax (284) 495-1418, mvh@turlbvi.com, www.turlbvi.com
22 - 27
Caribbean One-Design Keekboat Championships, St. Maarten.
www.tropicalsailoff.net
24
Battle of Carabobo Day. Public holiday in Venezuela
26 - 28
12th Annual St. Kitts Music Festival. www.stkittsmusicfestival.net
27 - 29
Fishermen’s Festival, Charlotteville, Tobago
27 - July 8
St. Vincent Carnival. www.carnivaltv.com
28 - July 6
North American Optimist Championships (OPTINAM),
Curaçao. www.optinam2008.org
29
Fisherman’s Birthday (St. Peter’s Day).
30
Boat and dinghy races in many fishing communities
27 - July 9
HNO Windsurfing Week, BVI. www.go-hno.com
TBA
Green Island Weekend, Antigua. Antigua Yacht Club (AYC),
tel/fax (268) 460-1799, yachtclub@canadawg, www.antiguayachtclub.com
TBA
Morgan’s Run 2008, rally from Cartagena, Colombia to Old Providence

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.
6 - 8
Independence Day. Public holiday in Venezuela
7
CARICOM Day. Public holiday in CARICOM countries
8 - 21
St. Lucia Carnival. www.thelucy.com
11 - 14
Premier’s Cup International Youth Regatta, Tortola, BVI. RBVYC
11 - 20
Dominica Dive Fest. www.divefestival.com
12
12 - Aug 2
Tobago Heritage Festival
20
Barbados Independence Day. Public holiday in Barbados
21
Tobago Caribbean Day. Public holiday in Tobago
21
Fishermen’s Day. Public holiday in Puerto Rico
16 - 19
3rd Freelander Fishing Festival, Marina Bas-du-Fort, Guadeloupe.
www.guadeloupefishingclub.com/calendar.html
FULL MOON
19
Lowell Wheatey Pursuit Race, Anguera. BVI
20 - 28
St. Lucia Carnival
21
Schoeleter Day. Public holiday in Martinique
21
Birth of Simon Bolivar. Public holiday in Venezuela
24 - 27
USVI Lifestyle Festival. St. Thomas. www.usvtfm.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 Cuba
26 - Aug 5
Antigua Carnival. www.antiguacarnival.com
26 - Aug 7
Pro Kids Windsurf Event. Bonaire
27
Antigua Carnival. www.carriacouregatta.com
30
Carriacou Children’s Education Fund Potluck Barbecue,
Carriacou Yacht Club. boatmiller38@aol.com
30 - Aug 3
Saba Carnival. www.sabatourism.com
TBA
Nevis Culturama (Carnival)

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

Cover Photo: Tim Wright / www.photowaction.com
Adela at Antigua Classic Yacht Regatta

Hail Colombia!
10 Reasons to Go ............. 26

Very Fishy
Big Catch for the Barbie ...... 42
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 (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.

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
---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 and 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.


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.

Cuba’s 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 Pimento 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

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.

ELLEN SANPERE
—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.

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 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.”

For more information visit 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 information for the Soufrière area can be found at www.pitons.net/weather/weather.htm or www.wunderground.com/weatherstation/WXDailyHistory.asp?id=ISOUFRIE1.

For more information on the SMMA contact smma@candw.lc.

Compass Contributors’ News
Compass contributors are making waves! Julia Bartlett has not only bought a new old boat, which she’s refurnishing in the Western Caribbean, she’s also had a novel published to positive reviews (including one in Compass, of course!).


And Jo-Anne Nina Sevold, 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!
Port Louis Helps Bring American Airlines to Grenada

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 clients, wifi 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 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 clients, wifi 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 the Barefoot marine facility, they have installed 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 pot of Casuarina at Coconut plant at the start of their charter and will be encouraged to off-set the carbon emissions received 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 out on their charter, Barefoot will also be stocking their boutiques with a range of eco-friendly products including biodegradable soaps, shampoo, 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 the appointment of 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 Chill 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.

News from Ondeck, Antigua

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

Ondeck’s successful Antigua operation is equipped to take complete beginners to seasoned sailors out on the water. The company is also renowned for its match racing, sail training and cruising charter experience.

Commenting on the partnership, Sam Sainsbury, Commercial Manager at Ondeck, said: “We are delighted to be working with Boatsitted in Antigua. They are a great, fresh company and we are looking forward to training members of the team and getting Boatsitted involved in the many events and regattas we run in Antigua.”

Roger Bailey, Sales and Marketing Director at Boatsitted, 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) Emmonuel, 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 program. 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 65 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.

---Continued on next page---
—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 46-foot sailing yachts. In 2008, the Fast Track to Cruising Women’s Escapes are based in the BVI, June 18th to 29th and October 15th to 26th. No more than four women are taught on a boat at a time, each by an accomplished Offshore Sailing School woman instructor. The ten-day all-inclusive BVI package includes two comprehensive courses — Learn to Sail and Live Aboard Cruising — three certifications, five nights aboard Colgate 26s, followed immediately by a Bareboat Cruising Preparation or Live Aboard Cruising course on 44- to 46-foot sailing yachts.

In 2008, the Fast Track to Cruising Women’s Escapes are based in the British Virgin Islands, June 18th to 29th and October 15th to 26th. No more than four women are taught on a boat at a time, each by an accomplished Offshore Sailing School woman instructor. The ten-day all-inclusive BVI package includes two comprehensive courses — Learn to Sail and Live Aboard Cruising — three certifications, five nights aboard Colgate 26s, followed immediately by a Bareboat Cruising Preparation or Live Aboard Cruising course on 44- to 46-foot sailing yachts.
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 48-foot sailing yachts.

In 2008, the Fast Track to Cruising Women’s Escapes are based in the British Virgin Islands, June 18th to 29th and October 15th to 26th. No more than four women are taught on a boat at a time, each by an accomplished Offshore Sailing School woman instructor. The ten-day all-inclusive BVI package includes two comprehensive courses — Learn to Sail and Live Aboard Cruising — three certifications, five nights aboard, 46 power cats while cruising the BVI.

An all-party lay-day with a swimsuit fashion show and entertainment is scheduled for anglers and spectators. An all-day event, this year's tournament will see 23 participating boats and this year organizers expect that figure to double. Charter a yacht to fish during the tournament and afterwards spend three or four days exploring the Grenadines. Charter rates for seven nights start at US$2,050 and go up to US$6,300, 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 Supplement at US$200 per person, which covers transfers to/from airport, return transfer to/stay at marina, contracted catering and local transportation.

For more information contact y.kimel@ool.fr

The World Yacht Racing Forum is modeled closely on the successful Motorsports Business Forum and the two events will share the Grimaldi Centre. The Yacht Racing Forum will be held in Monaco on December 10th and 11th at the Grimaldi Centre. The Yacht Racing Forum is modeled closely on the successful Motorsports Business Forum and the two events will share the Grimaldi facilities in Monaco in December.

As forum guest speaker and Chairman of ISAF Olympic Class Sub-Committee, Mahav Shroff 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.”

The objective of the Forum is to bring together in one place the principal players in the industry: yacht racing sponsors and organizers, venues that host sailing events, marine suppliers, media, associations, sports marketing companies, teams, boatowners and captains.

“It is so important to recognize and understand the role of sponsorship in shaping the future of this sport, and we are pleased that so many key sponsors will be participating in the Forum to explain what they are looking for from the sport in the future,” said Will Morris, CEO of organisers, the Informa Yacht Group.

As forum guest speaker and Chairman of ISAF Olympic Class Sub-Committee, Mahav Shroff 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.”

The objective of the Forum is to bring together in one place the principal players in the industry: yacht racing sponsors and organizers, venues that host sailing events, marine suppliers, media, associations, sports marketing companies, teams, boatowners and captains.

The World Yacht Racing Awards will take place at the gala evening and will incorporate a review of the sailing year, at the same time celebrating some of the finest moments in yacht racing history. Awards will be presented to many of the unsung heroes of race management and event organization as well as recognizing the part played by host venues and race sponsors. For more information, visit www.worldyachtracingforum.com.

Horizon Grenada ‘Sail & Classic Cricket’ Horizon Yacht Charters of Grenada has launched a seven-night ‘Sail & Classic Cricket Package’ for October 9th through 16th, aimed at sailors and cricket fans seeking adventure, cricket, island-hopping, tours and live music.

The Grenada Cricket Classics is an annual event that has grown in popularity since it began in 2004. The focus of the weekend is on the games between Grenada, Barbados and Trinidad plus the two clashes between cricketing legends of England and the West Indies in the 20/20 matches.

Charter a yacht to fish during the tournament and afterwards spend three or four days exploring the Grenadines. Charter rates for seven nights start at US$2,050 and go up to US$6,300, 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 Supplement at US$200 per person, which covers transfers to/from airport, return transfer to/stay at marina, contracted catering and local transportation.

For more information contact y.kimel@ool.fr

Horizon Grenada ‘Sail & Classic Cricket’

Horizon Yacht Charters of Grenada has launched a seven-night ‘Sail & Classic Cricket Package’ for October 9th through 16th, aimed at sailors and cricket fans seeking adventure, cricket, island-hopping, tours and live music.

The Grenada Cricket Classics is an annual event that has grown in popularity since it began in 2004. The focus of the weekend is on the games between Grenada, Barbados and Trinidad plus the two clashes between cricketing legends of England and the West Indies in the 20/20 matches.

Charter a yacht to fish during the tournament and afterwards spend three or four days exploring the Grenadines. Charter rates for seven nights start at US$2,050 and go up to US$6,300, 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 Supplement at US$200 per person, which covers transfers to/from airport, return transfer to/stay at marina, contracted catering and local transportation.

For more information contact y.kimel@ool.fr

World Yacht Racing Forum

The launch in January this year of the World Yacht Racing Forum has generated a positive reaction from almost every sector of the yacht racing industry worldwide, in a clear demonstration that yacht racing deserves its own forum to debate the issues affecting the business of the sport.

The inaugural International Yacht Racing Forum event will be held in Monaco on December 10th and 11th at the Grimaldi Centre. The Yacht Racing Forum is modeled closely on the successful Motorsports Business Forum and the two events will share the Grimaldi facilities in Monaco in December.

As forum guest speaker and Chairman of ISAF Olympic Class Sub-Committee, Mahav Shroff 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.”

The objective of the Forum is to bring together in one place the principal players in the industry: yacht racing sponsors and organizers, venues that host sailing events, marine suppliers, media, associations, sports marketing companies, teams, boatowners and captains.

“It is so important to recognize and understand the role of sponsorship in shaping the future of this sport, and we are pleased that so many key sponsors will be participating in the Forum to explain what they are looking for from the sport in the future,” said Will Morris, CEO of organisers, the Informa Yacht Group.

The World Yacht Racing Awards will take place at the gala evening and will incorporate a review of the sailing year, at the same time celebrating some of the finest moments in yacht racing history. Awards will be presented to many of the unsung heroes of race management and event organization as well as recognizing the part played by host venues and race sponsors. For more information, visit www.worldyachtracingforum.com.

GUADALOUPE DRY DOCKS

With over 30 years experience, customers are assured of a complete range of quality services

- 4 Docks : 120 tons – 200 tons – 650 tons – 1480 tons
- All Types of mechanical and engineering work
- Bow thrusters – Stabilizers - Shafts and props
- Awl Grip boat spray and antifouling
- Carpentry and fiberglass repairs to the highest standards
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 Majors’ 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 El Barco, includes 212 acres of intertidal 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 Juaaza, 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, 20 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.

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 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 exists 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 Cayman Islands**

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’s Little Cayman is one of four international locations for such stations, which will continually measure temperature, winds, barometric pressure and ultra-violet 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.
Arrived at Santiago de Cuba’s marina — time for our first mojitos!

help, hoping that next year we will be able to enjoy a full three days in the justify 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 Palmas 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. Clearwater 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 the famous santeria, a Creole religious music. It was a 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 lobster and unspoiled anchorage... 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.

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

Optional shore-side 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 stops on the return journey have been explored during the rally, and advice with accurate warpoints is given for others — for example, ile-a-Vache in Haiti and Errol Flynn Marina in Jamaica. The 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 trade winds are normally lighter than in the winter and passages making against them is smoother.

**For more information visit www.transcaraibes.com.**

---

**Johnson Hardware Ltd.**

**FOR YOUR MARINE HARDWARE, AND MORE**

- Chain & Rope
- Anchors & Fenders
- Electric Wire
- Marine Hoses
- Bilge Pumps
- Lubricants & Oils
- Stainless Fasteners
- Stainless Fittings
- VHF Radios
- Flares & Life Jackets
- Snorkeling Equipment
- Fishing Gear
- Antifouling Paint
- Paint Brushes
- Epoxy Resins
- Sanding Paper & Discs
- Hand & Power Tools
- Houseware & Cookware

Rodney Bay, St. Lucia • Tel: (758) 452 0299 • Fax: (758) 452 0311 • E-mail: hardware@ candw.lc
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 Springtime, here, nineteenth-century beauties such as Thalía (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, Northern Ireland, South Africa and the United States all contributed their own brand of music — what a jump-up that night was!

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 rarely found 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 Byrley 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 Spenlinhauer made available the magnificent expedition yacht Trolls 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 Jark: Each yacht in the single-handed race must carry an owner, 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 teats 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 complementary 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 renditions. 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 prize giving 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 organizing 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
—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.antiguaclassics.com. A visit is highly recommended.

Frank Pearce is Vice Commodore of the Antigua Yacht Club.

### Classic Class A (CSA - 3 Boats)
1. Eleonora, 2000 Herreshoff gaff schooner 120', Peras Ltd, Douglas, Isle of Man - 1, 1, 3
3. Whitehawk, 1978 Bruce King ketch 100', Peter Delahaye, England - 3, 3, 9

### Classic Class B (CSA - 9 Boats)
1. Aschanti IV, 2005 John Alden gaff schooner 65', Scott Dibiasi, West Tisbury, Massachusetts, USA - 1, 1, 3
2. Kate, 2006 Mylne Gaff Cutter 60', Phillip Walswyn, St. Kitts - 5, 2, 3
3. Heron, 2003 John Alden gaff schooner 52', Nigel & Bonnie Bower, Camden, Maine, USA - 3, 3, 5

### Classic Class C (CSA - 6 Boats)
1. Lone Fox, 1957 Robert Clark yawl 62', Ira Epstein, Gustavia, St Barthelemy - 2, 1, 4
2. Boudhu, 1964 yawl 64', Julien Dobbes, Great Britain - 1, 2, 5

### Classic Class D (CSA - 6 Boats)
1. Alice of Penzance, 1991 Lyle Hess sloop 32', Andrew Hazell, Wrexham, Telford, UK - 1, 1, 3
2. Moggy, 1964 Bermuda 30 ketch 30', Michael Shaw, Thornbury, Ontario, Canada - 2, 3, 8
3. Rainbow, 1979 Cornish crabber 30', Peter Hutchinson, UK - 2, 3, 4

### Classic Class GRP A (CSA - 5 Boats)
1. Oliphant, 1976 John Alden cutter 30', Reg Murphy, Falmouth, Antigua - 1, 1, 1
3. Ina, 1961 Bruce King 3.5m sloop 32', Daniel Thomas, English Harbour, Antigua - 4, 2, 3

### Spirit of Tradition Class A (CSA - 5 Boats)
1. Velsheda, 1934 C. Nicholson J-Class sloop 130', Tarbat Investments Ltd. - 1, 1, 3
2. Ranger, 2003 Stevens/Burgess J-Class sloop 136', Alister Lait - 2, 2, 2
3. Gion, 2007 Sean McMillian Spirit sloop 100', Simon Fry, Lichtenstein - 5, DSQ, 3

### Spirit of Tradition Class B (CSA - 3 Boats)
1. Wild Horses, 1998 W76 Class sloop 76.3', Donald Tofias, Newport, RI, USA - 1, 1, 3
2. Pursuit, 2002 Bruce King sloop 70', Ira Conn, Falmouth Harbour, Antigua - 2, 3, 7
3. Paras, 1998 David Frank cutter 55', Laurence Pringle, Chester, Nova Scotia, Canada - 4, DNF, 2, 3

### Vintage Class A (CSA - 5 Boats)
1. Americas Cup Victory, 1901 Frith ketch 72', Scott Frans, Riverside, Connecticut, USA - 1, 2, 4
2. Goliat, 1899 Nygren yawl 67', Judd Tinius, English Harbour, Antigua - 1, 1, 3
3. Housemen, 1932 Toer Holm cutter 52 1/2', Ni Langersis, Wassenaar, Netherlands - 2, 4, 3

### Vintage Class B (CSA - 4 Boats)
1. Atlantic, 1931 W Fife gaff schooner 108', Joe Pytika, English Harbour, Antigua - 1, 1, 3
2. Turks, 1966 Mylne gaff cutter 45', Ivan Jeffries, Chichester, Suffolk, UK - 2, 2, 6
3. Mistress, 1930 Sherman Hoyt gaff schooner 60', Glen McCormack, Stock Island, Florida, USA - 3, 3, 3

### Dragons (One Design - 9 Boats)
1. Compass Point, 1898 W76 Class sloop 76.3', Donald Tofias, Newport, RI, USA - 1, 1, 3
3. Aschanti IV, schooner 114', Karl Peter Ehner

---

**Antigua Classic Yacht Regatta 2008 Winners**

Above: Springtide advertising the fact that life begins at 40°

Center: Velsheda dwarfs Jade, but both look fabulous!

Right: Keeping a lookout on Jolly.
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 Gau 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 predominately 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 afterguard 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) 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.
**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.

**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.

**Generating 135 hp at a modest 2600 rpm in a 6 liter engine ensures a long life in a bullet proof package.**

This naturally aspirated engine boasts premium engine features for reliability, minimal down time and service costs. It’s operator and environment friendly with low noise and low emissions achieved with the new “QUADRAM” combustion system and fully closed breather system.

The M135 is an excellent repower choice. One of the most compact packages in its class, it has been designed to permit a wide range of operating angles and also offers easy access to all routine servicing points in either single or twin installations.

High capacity heat exchange equipment with cupro-nickel tube stacks ensure low component operating temperatures for exceptionally reliable and durable performance. Leak free operation is ensured by an integral plate oil cooler and special crankshaft seals giving protection in the toughest conditions.

Competitive engine and parts pricing, extended service intervals and exceptionally low fuel consumption make the M135 a cost effective choice with significant owner savings over alternative engines.

**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, Pantera. 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 661, Aquarius, received the Quinn Panara Cup for third overall.

David Culen’s J/10 Pocket Rocket also received two prestigious awards, the Chippy Fine Yacht Workwood 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, Giantfranco Finn’s Comet 51, Beltsima, was presented with the Tema 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, Bay Calm, which won Racing II and the Price Waterhouse Coopers Cup; Robert Swann’s Martin 49, Vani, which won Racing II and the San Hall Trademarks Trophy; and the S&S 57, Chatam, 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, Last Horizon. The J/122 was also presented with the A1 Canada Cup for winning Racing V; the Beefeater Trophy as Best Caribbean Yacht in Division A; and the Hightide Trophy as 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, Chippewa. In the Racing VII fleet, the overall winner of the combined rankings, for which they received the Antigua Barbour Cup, was Cheng-chang Chao’s J/111, Curtain Bluff. Cheng-chang Chao’s J/111, Curtain Bluff, was presented with the Antigua Barbour Cup and the Global Bank of Commerce Cup for third overall.

---

**QUIET CLEAN POWER**

Generating 135 hp at a modest 2600 rpm in a 6 liter engine ensures a long life in a bullet proof package.

This naturally aspirated engine boasts premium engine features for reliability, minimal down time and service costs. It’s operator and environment friendly with low noise and low emissions achieved with the new “QUADRAM” combustion system and fully closed breather system.

The M135 is an excellent repower choice. One of the most compact packages in its class, it has been designed to permit a wide range of operating angles and also offers easy access to all routine servicing points in either single or twin installations.

High capacity heat exchange equipment with cupro-nickel tube stacks ensure low component operating temperatures for exceptionally reliable and durable performance. Leak free operation is ensured by an integral plate oil cooler and special crankshaft seals giving protection in the toughest conditions.

Competitive engine and parts pricing, extended service intervals and exceptionally low fuel consumption make the M135 a cost effective choice with significant owner savings over alternative engines.

**Call us on (284) 494 2830 for a dealer near you.**
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.

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 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.

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 Yammar 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

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 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 Ludovic Claret, who now qualifies for the Miami run. Second was In God We Trust, a locally based X'treme 36, owned by Arnaud Audebert. Third was Red Neck, also an X'treme 36, owned by Xavier Remonnecq. 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.

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 76-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 1998 by the British Cable & Wireless team. Her next stop was Shelter Bay, Colon, Panama.

The Panama Canal Authority ensured a swift journey 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 and clicking on the ‘Where is Earthrace’ globe.

The 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 Hackett. “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.

FORWARD THINKING

Volvo Penta IPS – a worldwide success – offers amazing benefits compared to inboard shafts with up to:

• 35% better efficiency
• 20% higher top speed
• 15% faster acceleration
• 30% reduced fuel consumption
• 50% less noise
• Car-like handling
• Joystick docking

With triple and quad multi installation, all the benefits are available for yachts up to 80 feet.

Volvo Penta IPS: The original and proven pod system for leisure craft.
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 Neileisha 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, Jesus College, St. Paul’s Boys and Trinity, with many of these youngsters now keen racers. Thanks to some of the Junior Achievers on board Rick Gormley’s First 38, 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.

The 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 Amon and Donald Stalneyer).

Chris Rosenberg of the US Virgin Islands has won this event for the last two years. Another sailor to watch out for will be Ehran “Fraldo” Lugo of Puerto Rico, who has won more Roxies 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.styc.net. For more information contact Cindy Hackstaff at cindy@styc.net or Bill Canfield at wkcanfield@gmail.com.

Caribbean One-Design Championship Registration Forms visit www.styc.net. For more information see ad on page 17.

The Annual Bastille Day Kingfish Tournament

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. The 20th Bastille Day Kingfish 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.
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 Juanigrigio. 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 Juanigrigio 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 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, showered 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
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 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. 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 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 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 sewerage 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.

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
Navigating the good life

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, ensuite 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 hoarse 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 32 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 church- es, 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 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 if we were thinking of coming back. 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.
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 6:00 am, we joined our friends Dave and Eve 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 lat, 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 sky-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 to look and take some photos. On the bridge.

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, and of course, 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.

Yacht at Rest, Mind at Ease

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

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 6:00 am, we joined our friends Dave and Eve 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 lat, 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 sky-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 to look and take some photos. On the bridge.

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, and of course, 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.
GREAT! Abaco is the hub of the Abacos, an island group, located in the extreme northeastern part of the Bahamas except for Nassau. There are several stores and shops, two fairly large grocery stores, a few restaurants, hotels, and even a traffic light. In a container is Buck-A-Book, 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. He sold us our planned souvenirs and dance number for us about how he carves, but he has not bothered us before. We are not looking for a tip. Sampson brought the price down to $40 altogether, at me and I shook my head no — that's too much! Ten dollars 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 hunter 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 hole. A doctor needs to lance it, he told us, but he doesn’t have any money. He could do it himself, he moaned 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 cash, I laughed and told Chris, “This is going 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.

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. 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, 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!
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 diving. 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 price 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 zone making it a year-round fun spot. Cove or take Havana, the spots 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 Pesca 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 "cre-ative." 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 repairman came and ripped out 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$15.

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 get 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.

In Cartagena you’ll see lots of uniforms

---Continued on page 31---
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.

### Comparison of Forecast and Average Parameters

<table>
<thead>
<tr>
<th>PARAMETER</th>
<th>FORECAST</th>
<th>AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Named Storms</td>
<td>15</td>
<td>9.6</td>
</tr>
<tr>
<td>Named Storm Days</td>
<td>80</td>
<td>49.1</td>
</tr>
<tr>
<td>Hurricanes</td>
<td>8</td>
<td>5.9</td>
</tr>
<tr>
<td>Hurricane Days</td>
<td>40</td>
<td>24.5</td>
</tr>
<tr>
<td>Intense Hurricanes</td>
<td>4</td>
<td>2.3</td>
</tr>
<tr>
<td>Intense H’cane Days</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Accumulated Cyclone Energy</td>
<td>150</td>
<td>96.1</td>
</tr>
<tr>
<td>Net Tropical Cyclone Activity</td>
<td>160</td>
<td>100</td>
</tr>
</tbody>
</table>

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](http://hurricane.atmos.colostate.edu/Forecasts).

### 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).

### 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)
- [www.windguru.cz/int/index.php?sc=59](http://www.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)

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

---

*Image: Hurricanes Jeanne and Karl, September 21st, 2004*
**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 broadcast- ing 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.

<table>
<thead>
<tr>
<th>PLACE</th>
<th>STATION NAME</th>
<th>FM FREQ</th>
<th>AM FREQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anguilla</td>
<td>Radio Anguilla</td>
<td>95.5</td>
<td>1505</td>
</tr>
<tr>
<td>Antigua</td>
<td>Radio ZDK</td>
<td>97.1</td>
<td>1100</td>
</tr>
<tr>
<td>Barbados</td>
<td>VOB</td>
<td>92.9</td>
<td>790</td>
</tr>
<tr>
<td>Bahamas</td>
<td>Cool 96 FM</td>
<td>96</td>
<td></td>
</tr>
<tr>
<td>Barbuda</td>
<td>Family FM</td>
<td>88.9/92.9</td>
<td></td>
</tr>
<tr>
<td>Bermuda</td>
<td>Radio VSB</td>
<td>106</td>
<td>1450</td>
</tr>
<tr>
<td>BVI</td>
<td>Radio ZBVI</td>
<td>103.7</td>
<td></td>
</tr>
<tr>
<td>Caymanas</td>
<td>Radio 1</td>
<td>89.9/93.9</td>
<td></td>
</tr>
<tr>
<td>Curacao</td>
<td>Radio Hoyer</td>
<td>105.1/101.9</td>
<td></td>
</tr>
<tr>
<td>Dominica</td>
<td>BIB 81/89/5/103.2/103.6</td>
<td>590</td>
<td></td>
</tr>
<tr>
<td>Grenada</td>
<td>BBC 105.5</td>
<td>540</td>
<td></td>
</tr>
<tr>
<td>Guyana</td>
<td>NCN</td>
<td>98.1</td>
<td>560</td>
</tr>
<tr>
<td>Haiti</td>
<td>Radio Lumiere</td>
<td>98.1</td>
<td></td>
</tr>
<tr>
<td>Jamaica</td>
<td>BCB 104 FM</td>
<td>104.5/7/9/3.1/5.7</td>
<td></td>
</tr>
<tr>
<td>Nevis</td>
<td>Voice of Nevis Radio</td>
<td>895</td>
<td></td>
</tr>
<tr>
<td>St Kitts</td>
<td>Radio ZZZ</td>
<td>95.5/96.1/9.1/5.7</td>
<td></td>
</tr>
<tr>
<td>St Lucia</td>
<td>Radio St Lucia</td>
<td>97.3/7</td>
<td></td>
</tr>
<tr>
<td>St Thomas</td>
<td>WVXN</td>
<td>107.3</td>
<td></td>
</tr>
<tr>
<td>Turks &amp; Caicos</td>
<td>Radio TNC</td>
<td>101.9/103.9/107.7</td>
<td></td>
</tr>
<tr>
<td>USVI</td>
<td>WWVI</td>
<td>1340</td>
<td></td>
</tr>
</tbody>
</table>

**SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS**

- **UTC AST**
  - **STATION & REPORT DESCRIPTION**
  - **FREQ**
  - **TYPE**
  - **MODE**

<table>
<thead>
<tr>
<th>UTC</th>
<th>AST</th>
<th>STATION &amp; REPORT DESCRIPTION</th>
<th>FREQ</th>
<th>TYPE</th>
<th>MODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0600</td>
<td>0200</td>
<td>NMG Broadcast</td>
<td>B</td>
<td>Wedax</td>
<td>USB</td>
</tr>
<tr>
<td>0900</td>
<td>0500</td>
<td>Offshore Forecast</td>
<td>A</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>1000</td>
<td>0600</td>
<td>Trinidad Emergency Net 9ZACP</td>
<td>3855</td>
<td>Voice</td>
<td>USB/ham</td>
</tr>
<tr>
<td>1100</td>
<td>0700</td>
<td>Carib. Emergency &amp; Weather Net</td>
<td>3815</td>
<td>Voice</td>
<td>USB/ham</td>
</tr>
<tr>
<td>1100</td>
<td>0700</td>
<td>Caribbean Weather (Chris)</td>
<td>8137</td>
<td>Voice</td>
<td>USB (Note 2)</td>
</tr>
<tr>
<td>1110</td>
<td>0710</td>
<td>KP2G Caribbean Weather Net (George)</td>
<td>7086</td>
<td>Voice</td>
<td>USB/ham (Note 1)</td>
</tr>
<tr>
<td>1200</td>
<td>0800</td>
<td>NMG Broadcast</td>
<td>B</td>
<td>Wedax</td>
<td>USB</td>
</tr>
<tr>
<td>1230</td>
<td>0830</td>
<td>Caribbean Weather (Chris)</td>
<td>8104</td>
<td>Voice</td>
<td>USB (Note 2)</td>
</tr>
<tr>
<td>1300</td>
<td>0900</td>
<td>Caribbean Sea (WLO)</td>
<td>C</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>1330</td>
<td>0930</td>
<td>Caribbean Weather (Chris)</td>
<td>12350</td>
<td>Voice</td>
<td>USB (Note 2)</td>
</tr>
<tr>
<td>1400</td>
<td>1000</td>
<td>Offshore Forecast</td>
<td>A</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>1800</td>
<td>1400</td>
<td>Caribbean Sea (WLO)</td>
<td>C</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>1800</td>
<td>1400</td>
<td>NMG Broadcast</td>
<td>B</td>
<td>Wedax</td>
<td>USB</td>
</tr>
<tr>
<td>2000</td>
<td>1600</td>
<td>Southbound II (Herb)</td>
<td>12359</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>2030</td>
<td>1630</td>
<td>Caribbean. Cocktail &amp; Weather Net</td>
<td>7086</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>2130</td>
<td>1730</td>
<td>Offshore Forecast</td>
<td>A</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>2235</td>
<td>1835</td>
<td>Caribbean Emergency &amp; Weather Net</td>
<td>3815</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>0000</td>
<td>2000</td>
<td>Caribbean Sea (WLO)</td>
<td>C</td>
<td>Voice</td>
<td>USB</td>
</tr>
<tr>
<td>0300</td>
<td>2330</td>
<td>Offshore Forecast</td>
<td>A</td>
<td>Voice</td>
<td>USB</td>
</tr>
</tbody>
</table>

**Frequencies (in kHz):**
- A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
- Caribbean Sea approximately 25 minutes later.
- B) 4369, 8786, 13110, 17362, 22804. Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea.
- C) 4369, 8786, 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, ffsis net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) launches a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssf.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 14225 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.

**SELECTED CRUISERS’ VHF NETS**

- English Harbour: 0900 VHF 68/06 Daily
- Grenada: 0730 VHF 68 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 Touscan I, Teri Rothbauer (and the Thin Man) of FREE, Dave Richardson of Overstreet, Bill Overstreet of Achelors 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 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
Hurricane Catarina was a Category 1. Scientists still debate whether it is one more Atlantic hurricane ever recorded went ashore in Santa Catarina in southeastern Brazil. Furthermore, this layer of warm water should be at least 26°C (79°F). Once it hits land the source of fuel is gone and it runs out of steam (pun intended).

**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 1,000 miles per hour. Points at 60° north or south latitude move at about 850 mph but Quito is traveling east at 1,000 mph. By the time your ball dropped on the equator, you, the ball and Jacksonville are traveling east at about 850 mph. As you let go of the ball, you, the ball and Jacksonville are traveling east at about 850 mph but Quito is moving west 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 a 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 only about 5% of the time, and at 5°N 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.

South Atlantic hurricanes

In the southern hemisphere, Coriolis deflects trajectories to the left. Imagine flinging a ball again! This makes southern hemisphere tropical storms spin clockwise, not counterclockwise as they do here in the north.
about having priorities in order.) Fresh baked rolls, an ice-cold tangerine drink to die for—although the roll’s filling actually had cream in it instead of water and pepper. This and the unidentifiable gourd soups in Venezuela. Up to now, hot sauce and goat bones in goat rotis in Trinidad, the mystery meat at "Chinese" restaurants in California, Batavia's steak house on the size of a football field, with four or five bars, a kid's area, rowing entertainers (not guitar players), a really big salad bar and a 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 1000h. Take a taxi there and get 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 de 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 a very romantic Take a coat. Some nights there is a street party on the road there on week nights. It's called El Dorado, you're on, be sure to go and buy a hot toddle. The steak house on the right is fine dining, inners, warmer and more expensive, with the same view. On the final night go to Bogotá's Zona Rosa. I would recommend 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, all night long, where all kinds 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 moun-
tain, where Bogotá's second great tourist attraction lies hidden in the town of Muzo, military so there are lots of uniforms walking around. The whole city and its environs are in the safe zone. The two big tourist attractions outside the wall are the convent on top of the hill and the big fort, Cartagena which was a Spanish colonial town in the 1600s, famous for the gold. While 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. Bring a coat. The real El Dorado is out on the road to Cartagena, you're on, be sure to go and buy a hot toddle. The steak house on the right is fine dining, inners, warmer and more expensive, with the same view. On the final night go to Bogotá's Zona Rosa. I would recommend 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, all night long, where all kinds 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 moun-
tain, where Bogotá's second great tourist attraction lies hidden in the town of Muzo, military so there are lots of uniforms walking around. The whole city and its environs are in the safe zone. The two big tourist attractions outside the wall are the convent on top of the hill and the big fort, Cartagena which was a Spanish colonial town in the 1600s, famous for the gold. While 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. Bring a coat. The real El Dorado is out on the road to Cartagena, you're on, be sure to go and buy a hot toddle. The steak house on the right is fine dining, inners, warmer and more expensive, with the same view. On the final night go to Bogotá's Zona Rosa. I would recommend 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, all night long, where all kinds 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 moun-
tain, where Bogotá's second great tourist attraction lies hidden in the town of Muzo, military so there are lots of uniforms walking around. The whole city and its environs are in the safe zone. The two big tourist attractions outside the wall are the convent on top of the hill and the big fort, Cartagena which was a Spanish colonial town in the 1600s, famous for the gold. While 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. Bring a coat. The real El Dorado is out on the road to Cartagena, you're on, be sure to go and buy a hot toddle. The steak house on the right is fine dining, inners, warmer and more expensive, with the same view. On the final night go to Bogotá's Zona Rosa. I would recommend 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, all night long, where all kinds 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 moun-
tain, where Bogotá's second great tourist attraction lies hidden in the town of Muzo, military so there are lots of uniforms walking around. The whole city and its environs are in the safe zone. The two big tourist attractions outside the wall are the convent on top of the hill and the big fort, Cartagena which was a Spanish colonial town in the 1600s, famous for the gold. While 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. Bring a coat. The real El Dorado is out on the road to Cartagena, you're on, be sure to go and buy a hot toddle. The steak house on the right is fine dining, inners, warmer and more expensive, with the same view. On the final night go to Bogotá's Zona Rosa. I would recommend 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, all night long, where all kinds of choices besides steak. After dinner, one block over is a series of nice discos.
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 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 everybody 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.

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.
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 Brasoso 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.

At a different 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.

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.
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 at 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.

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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest.

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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest. 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 continued to feed and nurture the young as they grew and prepared to leave the nest.
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 1954 hard-chined, molded, wooden Southern Yacht Club “Gulf One Design” classic, I remember being instantly sold on the old Pearson Vanguard when I found an absolutely cruddy, dry paper bag in drop storage, not to mention a brand new Kubota diesel engine replacing my 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 Levelor 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.

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!

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, cola — more storage room!

Back then, I spent hours bedding 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, cola — more storage room!

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 dinghy table is now a permanent berth.

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.

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

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>22/5</td>
<td>2243</td>
<td>10180</td>
</tr>
<tr>
<td>1/5</td>
<td>0931</td>
<td>111854</td>
</tr>
<tr>
<td>2/5</td>
<td>1030</td>
<td>121940</td>
</tr>
<tr>
<td>3/5</td>
<td>1135 (new)</td>
<td>132028</td>
</tr>
<tr>
<td>4/5</td>
<td>1242</td>
<td>142118</td>
</tr>
<tr>
<td>5/5</td>
<td>1349</td>
<td>152210</td>
</tr>
<tr>
<td>6/5</td>
<td>1451</td>
<td>162310</td>
</tr>
<tr>
<td>7/5</td>
<td>1547</td>
<td>172352</td>
</tr>
<tr>
<td>8/5</td>
<td>1638</td>
<td>180000 (full)</td>
</tr>
<tr>
<td>9/5</td>
<td>1724</td>
<td>190040</td>
</tr>
<tr>
<td>10/5</td>
<td>1808</td>
<td>200127</td>
</tr>
<tr>
<td>11/5</td>
<td>1849</td>
<td>210212</td>
</tr>
<tr>
<td>12/5</td>
<td>1931</td>
<td>220256</td>
</tr>
<tr>
<td>13/5</td>
<td>2013</td>
<td>230340</td>
</tr>
<tr>
<td>14/5</td>
<td>2058</td>
<td>240426</td>
</tr>
<tr>
<td>15/5</td>
<td>2144</td>
<td>250514</td>
</tr>
<tr>
<td>16/5</td>
<td>2233</td>
<td>260606</td>
</tr>
<tr>
<td>17/5</td>
<td>2323</td>
<td>270702</td>
</tr>
<tr>
<td>18/5</td>
<td>0000 (full)</td>
<td>280804</td>
</tr>
<tr>
<td>19/5</td>
<td>0907</td>
<td>290908</td>
</tr>
<tr>
<td>20/5</td>
<td>1006</td>
<td>301013</td>
</tr>
<tr>
<td>21/5</td>
<td>1156</td>
<td>311115</td>
</tr>
</tbody>
</table>

JUNE 7 & 8, 2008

JUNE & JULY 2008

CUMULATIVE TIDE TABLE

JUNE 2008

CARIBBEAN COMPASS  PAGE 35
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.

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.

**GEMINI (22 May - 21 Jun)**
Family and friends will help to make this a very good month for boat business. Make the most of it.

**CANCER (22 Jun - 23 Jul)**
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.

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

**AQUARIUS (21 Jan - 19 Feb)**
Although communications and creativity are in irons during the first half of the month, your love life should have clear skies and smooth seas during the second half.

**REAL MEN NEVER SAY ROGER**

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're 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. Rumplefusser 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

**Crossword Solution**

<table>
<thead>
<tr>
<th>ACROSS</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) VII</td>
<td>18) VEIN</td>
</tr>
<tr>
<td>3) VOLUNTAIRE</td>
<td>19) VOLLEY</td>
</tr>
<tr>
<td>4) WWV</td>
<td>20) VRACH</td>
</tr>
<tr>
<td>6) VU</td>
<td>21) VVA</td>
</tr>
<tr>
<td>9) VOS</td>
<td>22) VOUT</td>
</tr>
<tr>
<td>10) VISNE</td>
<td>11) VIGIA</td>
</tr>
<tr>
<td>12) VIRGO</td>
<td>7) VIGIA</td>
</tr>
<tr>
<td>13) VENNAL</td>
<td>8) VISNE</td>
</tr>
<tr>
<td>14) VOY</td>
<td>9) VIGIA</td>
</tr>
<tr>
<td>15) VOYAGE</td>
<td>10) VOILE</td>
</tr>
<tr>
<td>16) VOYAGER</td>
<td>11) VOY</td>
</tr>
<tr>
<td>17) VIENNA</td>
<td>12) VANY</td>
</tr>
<tr>
<td>18) VORTEX</td>
<td>13) VOLCANO</td>
</tr>
<tr>
<td>19) VOYAGE</td>
<td>14) VOLUME</td>
</tr>
<tr>
<td>20) VOYAGER</td>
<td>15) VERTIX</td>
</tr>
<tr>
<td>21) VULFE</td>
<td>16) VOYAGER</td>
</tr>
<tr>
<td>22) VOUCHER</td>
<td>17) VICE ROY</td>
</tr>
</tbody>
</table>

**REAL MEN NEVER SAY ROGER**

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’re 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. Rumplefusser 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
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
16) 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
9) French for sail
10) Compete
11) Egoism
12) Mont Pelée, for example
14) Type of seashell
15) Corner point of a polygon
16) Sea travelers
17) Governor of colony
18) Starnia
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

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.

Word Search Puzzle by Pauline Dolinski

Word Search Puzzle solution on page 46
Mermaid Merry and Gem were off on a secret honeymoon in the Caribbean. As they swam in their fantastic underwater home, busy builders had been hard at work constructing the perfect home for a Mermaid and a Merman. You haven’t forgotten, have you, that Mermaids 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 out in the deep-oceans and never reach all that close to the surface, the Seamounts I want to tell you about are within the reach of Mermaids 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 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 Clunions 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 offsprings to explore the new home. While Sponge 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 wavier 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 so anathematic. The Sponges were likewise happy to have something exciting to do with Gem who took them on long swams 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 that 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.

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

---

**Word Puzzle**

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

1. CORSK
2. SCWAL
3. CRIMEA
4. ONYSYAL
5. BRESTOL

---

**Answers on page 41**
BOOK REVIEW BY LUCY TULLOCH

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.

THE TWELVE BOOKS OF LAGOONIEVILLE

Colombian smugglers, Bolivian voodoo warlocks, and a corrupt U.S.A. government official race to kill an undercover cop and his wife, who found evidence that will ruin the smugglers' plan to dominate the American drug trade.

Where to find Lagoonieville
Novels:
Bookstores
Amazon.com
BarnesandNoble.com
Lagoonieville.com

TO SURVIVE, THE PROTAGONISTS MUST RESORT TO USING SMUGGLER'S TACTICS: HE WHO KILLS FIRST WINS.

The Twelve Books of Lagoonieville

Dear Compass,
Congratulations on your paper, which goes from strength to strength!

Peter Ashby
Canada

Join our growing list of on-line subscribers!
12 issues US$29.95, 24 issues US$53.95
Same price, same content — immediate delivery!

www.caribbeancompass.com
BOOK REVIEW BY RICHARD DEY

A Forgotten Minor Masterpiece of the Antilles


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. Fermor published The Violins of Saint-Jacques, a little-known novel, sligt 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 Alezés. Saint-Jacques, which lies according to the endpaper chart southwest of Guadeloupe and northwest of Dominica, has a population of 42,000 souls, a principal port, Plessis, and a planter squarersquishy. The principal family is headed by the Count de Sertuana and its seat is the fabulous great house, BeauSejour. Sertuana is a tourist magnet of the time. Saint-Jacques is a kind of Eden, an anachronistic utopia, presided over by the paternalistic, royalist Count, a Renaissance man of great 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 farce staged released by the Count’s youngest son from a basket to the horror of the guests, but the Creole squarersquishy 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 (would you know?) with the governor’s son; and masked lepers are discovered dancing with everyone!

It dawns on one gradually that the glittering society of Saint-Jacques is not only rife 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 him 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 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 — A Time of Gifts (1977), for which he is now chiefly known.

This book is available from Amazon.com.
10TH EDITION OF DOYLE'S LEEWARDS GUIDE


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 bareboat 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 Bonare.

“Since then we all put together 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.

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) 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.

Available at bookstores and chandleries or from www.cruisingguides.com.

GRENADINES SAILS & CANVAS

Come in and see us for all your SAILS & CANVAS needs including CUSTOM-MADE stainless steel BIMINI & DODGER frames at competitive prices.

Located opposite G.Y.E. (northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Bequia Marina

Open Monday to Saturday 8:00 a.m. to 4:00 p.m.
Look for the Big Blue Building and ask for Stan or Miguel!
Water, Diesel, Ice, Bottled Water and Dockage available.

The Yacht Club, Bequia Marina, Port Elizabeth, Bequia, St. Vincent & The Grenadines
VHF 68, Telephone 784-457-3361

DOLLY’S ANSWERS

Available at bookstores and chandleries or from www.cruisingguides.com.

* Special word: CARIBBEAN
ning rod. There had been no takes in the first few and was freelining it in the current using the light spin-
spot of early morning fishing before we weighed anchor
Island at the southeast tip of Union, I was enjoying a
In the failing light, the prospect of a sundowner took
— not huge by any standards. Well, quite small really
Hokki shrimps above the jig, a Williamson Gyro Jig in
fish no chance whatsoever I attached a string of small
attaching the line around the lure to the bottom, wind in a turn on the reel, lift
the lure fairly smartly, then lower it, allowing the lure
to flutter back down again. Continue this process until
the rod tip fairly well, then lower it, allowing the lure
to flutter back down again. Continue this process until
the rod tip fairly well, then lower it, allowing the lure
to flutter back down again. Continue this process until
the rod tip fairly well, then lower it, allowing the lure
to flutter back down again. Continue this process until
the rod tip fairly well, then lower it, allowing the lure

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 began to enjoy himself. He discovered that by swimming
in circles under the stern he could hook the line around
the dinghy’s outboard. By swimming between the din-
ghy and Alouezum 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-bay and the gallery could get involved, and a
surge ahead had me clambering pole-dancer-like around
the outside of the bimini. As soon as we found our
selves on the same side of the boat he’d decide he’d
rather be back where he was, so the entire toe-stub-
ing, 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
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 eur-
ions, with our apologies ringing in its, er, ears.
After explaining ourselves to our neighbours, Murray
and Nadine on Squall, who had enjoyed the curious
antics on Alouezum (it was worth getting up early for,
said they, we set sail for Carriacou, with the barbie
now hidden under a blue canvas cover. I put two troll-
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 sail-
ing 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 inter-
vention hadn’t discouraged it in the slightest.
I gave clear, concise instructions to Mary: “furtherhea
flashed on the electronics screen to take the helm from her sth
loodygaff” while I started to get the other line 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-rolling it that the 50-pound outfit start-
ed to sing. It’s hard work, this fishing.
—Continued on next page
white tuna feather, adorned with the whole herring
in the fridge. I set up the 30-pound outfit with a blue and
sail of it. And of course I still had that herring fillet in
raise the sails, so we put in a leg out to sea, to make
dinner. Next morning we set off for Tyrell Bay anchor-
mackerel, which we all agreed provided a very tasty
Great company, with or without barbecued Spanish
dorado and wahoo in my view, and perfect for the
nary point of view, these rate right up there with
netted my catch — a Spanish mackerel. From a culi-
— Continued from previous page

We anchored in Hillsborough Bay and met up again
with our Swedish friends Jonas and Viva 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 Tyrrell Bay anchor-
age, just around the headland. Hardly far enough to
destroy an inshore whale. I had the herring fillet in
the fridge. I set up the 30-pound outfit with a blue and
white tuna feather, adorned with the whole herring
fillet. Brown boobies, always a welcome attraction for
this skipper, were much in evidence. The presence of
diving birds usually means there is 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
to be held in Trinidad
June thru September
Cruiser-proven approach
• Painless process
• Completely non-invasive
• Drug free
• Lasting results

Jaclyn M. Gisburne, Ph.D., in association with
Waveney Richards, M. App. Sci., M.A.
2A Roberts Street, Port of Spain
Trinidad and Tobago
Call to schedule appointments
Tel: 888-628-6314

I got seasick every time I
went out for five years.
After this treatment I have
been seasick once this
year! D. W.

Above: Our anchorage neigh-
bours thought my fishing antics
were worth getting up early for
Left: Tempted by a little
herring, this barracuda was
too big for the barbie

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 danger-
ous 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 accept-
ed that it’s only present in the resident fish popula-
tions of the northern part of the Caribbean chain.
South of Guadeloupe incidences of ciguatera poison-
ing 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
thought, 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, indi-
fed that it’s only present in the resident fish popula-
tions of the northern part of the Caribbean chain.

Cruisers: Overcome Seasickness

S/Y Quietly discovers a solution for seasickness using EEG Neuro-
feedback. She will be in Trinidad during hurricane season to help cruisers.

For more information on this new approach, email her at:
Jaclyn@svquietly.com

Jaclyn M. Gisburne, Ph.D.
The Sweet and Tart Lime

Hubbard's

SERVING AT SEA BY SHIRLEY HALL

Ceviche Shrimp

- 1 pound large shrimp
- 1 large ripe tomato, chopped
- 1 medium green onion, chopped
- 1 bunch chadon bene, chopped finely
- 1 hot pepper, minced
- Juice of four limes

1/2 Cup fresh orange juice
Salt and spices to taste

For the recipe:

1. 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.

2. 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

For the recipe:

1. 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

- 2 Cups grated green papaya
- 1 Cup brown sugar
- 1 Cup water
- 1/2 Cup grated lime peel
- 3/4 Cup sugar
- 1/2 Cup grated lime peel
- 1/2 Cup flour
- 1/2 Cup grated lime peel
- 1/2 Cup flour
- 1/4 Cup milk
- 1/4 Cup water
- 1/2 Cup brown sugar

For the recipe:

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

2. Boil grated lime peel in water to cover; cool, drain and strain. Press lime peel to remove excess liquid.

3. Mix all dry ingredients.

4. Add lime and sugar; mix well.

Lime Balls

- 1 Cup fresh lime juice
- 1/2 Cup water
- 1/2 Cup brown sugar
- 1/2 Cup grated lime peel
- 1/2 Cup flour
- 1/2 Cup grated lime peel
- 1/2 Cup flour
- 1/4 Cup milk
- 1/4 Cup water
- 1/2 Cup brown sugar

For the recipe:

1. In a suitable bowl combine flour, boiling water and salt.

2. Knead all ingredients 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.

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 tree's original planting hole. Water after planting the tree, then every three months. Alternate between urea and 12-12-17 every three months. Alternate between urea and 12-12-17 every two months after the tree starts to blossom.

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 unhappier. 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 prevents the weakening disease of scurvy. British sailors became known as “limies.” The island’s 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 is used to increase blood circulation, treat arthritis, reduce high blood pressure, and to fight colds and flu. It is used to increase blood circulation, treat arthritis, reduce high blood pressure, and to fight colds and flu.

Limes are sturdy trees that have few natural enemies. Fruit that ripens to yellow on the tree will soon turn brown at one end.

After three months, the recommended fertilizer is a cup of urea sprinkled every three months. Alternate between urea and 12-12-17 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.

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.

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.

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.

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

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 tuna or salmon for fish and you’ve got another delightful option. Some folks will substitute bread rounds for English muffins or even pancakes.

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
4 Tablespoons milk
1/4 Cup cheese (Cheddar or feta)
minced chives or green onions

Carefully toast the buttered muffin or 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 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/sealfood 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 eggs. Serve with a slice of cucumber, lemon or lime. sauce. Stir and garnish glasses with a of HP sauce and a dash of hot pepper powder, 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 with-... and more!

Your #1 Choice for Provisioning in the Grenadines.
Fine Wine, Cheeses, Fresh Fruits, Vegetables and Choice Meats
Monday-Saturday: 8am to 12pm & 3pm to 6pm
Sunday: 9am to 12pm

THE FOOD STORE
Corea’s Mustique
Tel: (784) 488-8479        Fax: (784) 456-5230

EMPLOYMENT OPPORTUNITY
PROJECT MANAGER

Established shipyard in Trinidad requires experienced individual for the position of Project Manager, to oversee all production activities, including, scheduling, allocation of labor, estimating, and quality control.

Key Responsibilities:
Plan, schedule and coordinate jobs.
Allocate labor properly to maximize productivity.
Ensure efficiency to eliminate rework.
Meet with customers to address their needs and requirements.
Quality control.

Qualifications & Experience:
• University Graduate
• Minimum of ten (10) years shipyard experience
• Computer proficient

Curricula vitae from suitable qualified candidates should be sent to:
Application for Project Manager
Maritime Preservation Ltd
P.O. Box 526
Port of Spain
Trinidad West Indies
E-mail: hrassistant.mpl@ttstt.net.tt

Attractive remuneration package offered commensurate with experience and qualifications.

Deadline for applications June 30, 2008
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!
Dear Compass,

Thanks for giving us the option to reply.

After Yachting Monthly reader Steven Jones sent in his story about his wife, Katherine, suffering in Chateaubelair, St. Vincent, at the hands of three robbers armed with a gun and machetes, we forwarded a letter to the Vincentian police, the Deputy Prime Minister, and the police chief of St. Vincent. Both appreciated our comments and confirmed other incidents. They promised to step up police patrols and said they were planning to 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 their concern and told us that Carúpano was a port for entering and leaving the country so we thought we could use it. We were informed that the Venezuelan Coast Guard and the Guardia Nacional. Finally someone named 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 Cumaná to Puerto La Cruz along the coast (see our article in the January 2008 issue of Yachting Monthly, page 16).

Next time alone was from March 16th to April 30th, cruising the Golfo de Cariaco, Cúcuta, Cabuya, Coche, and Margarita. We didn’t hear any rumors running rampant.

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 for Carúpano about 1800 hours on April 29th and 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 Carúpano 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 Carúpano, 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 piragua 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 returned to the deck to defend the boat as they tried to gain entrance. We expected that at any minute they would break through the acrylic hatches or the companionway door. If they broke through the door, we would be beaten (or worse) and robbed.

There were two loud excitement voices 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 also checked out from the other side. They were gone but now the terror of the fact set in. Were they going to get crowsbars 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 pouding, we called “Mayday, mayday, mayday” on VHF channel 16. We tried the Carupano 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 Carupano because the National 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 if he didn’t have a posada full of guests. After about 30 minutes, he called back and said fantastic 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 would not attack us, 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 our deck light and Joe did anchor watch until 0500, May 1st. We were quite anxious when we left the anchorage at any moment that the banditos would attack again as now we were more open to being boarded. During the passage we saw several piragueros and we wonder if the banditos were on one of them. Needless to say, it was a scary experience.

—Continued on next page
---Continued from previous page---

The main town of Higuerote is a 20-cent, ten-minute bus ride away and the town has several good hardware stores and countless bakery/coffee shops as well as the normal panthera 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 rotating variety of fruits 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. One could walk for hours and eat as much as desired. 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! Chig-chig, as they are here locally, are like very small New England quahogs and make a very similar tasting clowder. 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 excrete the sand, leaving the clams clean and ready to be eaten 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 hots, green parrots and pink flamingos returning from their daily’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 bald planking. Last night a man came to the deck with a cold bottle of beer for cooking. I think it is about the only thing you can do on the beach is leave footprints and take pictures. (It certainly would not eat the shellfish from there any longer.)

All the crowds in Puerto La Cruz oughta loosen up a little and check out the other harbors, but sometimes I think that the yachtsmen of today are a lot like the folks who used to put buns on all their windows for the “luxury” of living in a city.

John Smith
Mermaid of Carriacou

---Continued on next page---
Dear Compass Readers,

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 then back west again. When the hurricane season started, I’d sail from the Virgin Islands back south to Curacao. 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 did not have the 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.

I write this letter while we are at sea. We beat against the wind and current for three days until we got into the lee of Puerto Rico. Last night, I was motorsailing about four or five miles to the south when the coastguard checked me on the radio. They told me that because my girlfriend has no visa, I have to stay at least 1.5 miles off shore, so I had to change course, making my trip harder. Is there not a little bit of humanity in the law 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 clearly 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 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 less than 6 months) 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), yacht crew should request a B-1 visa, which is a visa for a visitor for business. US Customs and Border Protection Agent Jack Gerber of 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 C-1/D, which limits it to a vessel and its crew. Non-commercial vessels could be C-1/D but the B-1 is more appropriate for use.”

“You have to make the case as to why the B-1 is more appropriate,” Gerbero 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 C-1/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 receive from different US government agencies familiar with the usage, the laws and the processing of crewmembers as to which type of visas 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 MIA’s Safety and Security Committee also have been informed that the B-2 “visitor for pleasure” designation allows a crewmember to enter the United States for non-work related activities such as vacations or to visit friends and we want to keep them around for long, steeply banked turn. Lots of these cruisers are our friends and we want to keep them around for long.

“Either way, someone went off duty in that nanosecond, especially in a V-hulled RIB that can make a steeply banked turn. Lots of these cruisers are our friends and I want to keep them around for long time. It is if it can happen to me, it can happen to you. Please wear that safety lanyard! Please consider sitting down!”

Don Street
Glandore, Ireland

Dear Compass Readers,

My husband Tim and I had been cruising the Caribbean in our sailboat, Texut, 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 pulled up our laptop, loaded into the hopes that he could make cash withdrawals without any difficulty, but because we were in Martinique and did not have a 220-volt adapt-
er, the computer battery went dead before he finished taking 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 consis-
tently withdrawn the same amount each time he went to the ATM.

“Tim pays US$15 a month to have a ‘personal bank-
er,” a service not all banks provide. George worked through each withdrawal with Tim to identify which ones were fraudulent. My bank had already rejected several of the attempted withdrawals, most of which had come from Russia. About US$15,000 had been taken from Tim’s account. George needed a police report, and rather than deal with the local authorities, Tim phoned law enforcement in his home sub-
deur, and asked if he could e-mail them the facts and have them file a report. This was all done without having to 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 it was charged either US$5 or three percent per transaction, whichever was higher. I had tried sev-
eral times to get a withdrawal in English Harbour, but my card did not work. As a result, my account was uncharged.

“There was a second round of fraudulent withdrawals from cruisers who used the English Harbour ATM in March. Some cruisers had worse problems than ours.”

—Continued on next page
Dear Dominique,

Many thanks,

technology during this regatta and all the festivities at Antigua have also been made aware of the problem. I 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 with me 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 daily.

I often sit at work at my desk now in England and dream of the days gone by. 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 Warnet. I would love to hear from you all at gypypalace@hotmail.com.

P.S.

Love,
Susannah “Suzie” Schofield

Gosport, UK

Dear Compass,

Further to the letter from Terr of S/Y Foe 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
Malawian 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 Parta Bay on Trinidad's north coast for a five-day holiday, which I intended to use as an opportunity to test my new Winlink equipment. In particular, I wanted to fine-tune the Winlink system that I have been using on my old laptop.

We arrived at Parta 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 before the darkness descended, so I had to leave the rest for the following day.

On the Thursday I installed the radio, tuner and a power/wer meter and ran the co-ax to the antenna. I 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 the tent, about two feet above ground. Everything was fine 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 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 GAIN. 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 5023/8” and the back of the tuner twisted out of shape. The 502/8 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 fix the air for a while, until I can get a replacement.

This is a good example that anything that can go wrong will go wrong. but 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
924CP

P.S.

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 Warnet. I would love to hear from you all at gypypalace@hotmail.com.
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

Dear Compass Readers,

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

We do not publish individual consumer complaints or individual regatta results complaints. Kudos are okay! We do not publish anonymous letters; however, your name may be withheld from print at your request. Letters may be edited for length, clarity and fair play.

Send your letters to:
sally@caribbeancompass.com
or fax (784) 457-3410
or Compass Publishing Ltd.
Readers’ Forum
Box 175BQ
Bequia
St. Vincent & the Grenadines

---Continued from previous page---
Caribbean Compass Market Place

Antigua

RTS
Marketing, Advertising, Consultancy, Design, Photography & Art.
www.thelucy.com  +1 268 720 6868

Azores

MID ATLANTIC
YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
TEL +351 292 391616
FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Providing all vital services & repairs for Trans-Atlantic Yachts
Electronics, Chandlery, Rigging
Bunkered Fuel (+10,000lt)
EU-VAT (15%) importation

Bequia

◊ TEAK US$10–11/BB
◊ MARINE PLY
◊ HARDWOOD

Caribbean Woods
Bequia, St. Vincent
Phone: (784) 457-3000
caribwoods@vincysurf.com

Martinique

THE SPECIALIST FOR BOAT MAINTENANCE IN MARTINIQUE
Centre de Carenage 97290 Le Marin
Tel: +596 (0) 596 74 74 80
Fax: +596 (0) 596 74 79 16
carene.shop@wanadoo.fr

Grenada

Grenada Marine • Spice Island Marine
Tel/Fax (473) 439-4495
turbsail@spiceisle.com

Centre de Carenage 97290 Le Marin
Tel: +596 (0) 596 74 74 80
Fax: +596 (0) 596 74 79 16
carene.shop@wanadoo.fr

THE SPECIALIST FOR BOAT MAINTENANCE IN MARTINIQUE
Centre de Carenage 97290 Le Marin
Tel: +596 (0) 596 74 74 80
Fax: +596 (0) 596 74 79 16
carene.shop@wanadoo.fr

GUADALUPE

Cruising Rally TRANSARAIBES 2009
Guadeloupe to Cuba

Grenada Marine • Spice Island Marine
Tel/Fax (473) 439-4495
turbsail@spiceisle.com

TechNick Ltd.
Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminum items.
Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

Guadeloupe

Boatyard Le Marin
Martinique

Phone (+596) 596 74 77 70
carenantilles.marin@wanadoo.fr
www.carenantilles.com

continued on next page
Voiles Assistance
Didier and Maria
LE MARIN/MARTINIQUE
Sails & Canvas (repairs & fabrication) located at Carenantilles dockyard
Open Monday to Friday 8-12am 2-6pm
Saturday by appointment
tel/fax: (596) 596 74 88 32
e-mail: didier-et-maria@wanadoo.fr

CIRExpress
COU RIER SERVICES
St. Maarten/ St. Martin, collect and deliver door to door
ST. MAARTEN
Packages Pick – up call: + (599) 553-3850 / + (590) 690-222473
int. 001-3057042314
E-mail: ericb@megatropic.com

First Mate Ltd.
Yacht Deliveries
Refits Installations Repairs Caretaking
Personal Project Management
Tel: 868 343 119
Fax: 868 343 4471
E-mail: info@firstmaletltd.com
Web: www.firstmaletltd.com
Yachts up to 127
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 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 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 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.
Located Windward Islands.
staterooms, 2 heads w/shwr.

PANOCEANIC 43
Sale Summer 2008. You can
Admiral 38 Catamaran. For
2005
good sails, lying in Martinique
Nov. '07, 4 dbl cabins,

PALMDOCS
located Palm Island, SVG.

1986 Beneteau 51
phone +596696907429.
email venus46@live.com or
for a fast sale. Lying St Lucia. For
cruiser. Price reduced from
excellent live aboard and
KETCH

6mm anchor chain, 3
Smaalders. Traditional carvel
ning classic design by Mark
info@dominicamarinecenter.com
overhauled, fuel efficient and
SANTA CRUZ  28, 1980
LAGOON 380 - 2003
Owner says urgent excellent con-
tion. 4 double cabin / 2 twin
beam. 2 heads. Good bank. Must
in Guadeloupe. Call and we'll
send you a private aircraft to
Guadeloupe. Call and we'll

SIP YANMAR OUTBOARD
DIESEL
(473) 683-9135 E-mail
davidskipper@live.com

ECHART COMPANY CLEARANCE
SALE. Selden mast, wire rigging for 40 ft.
windlass, diesel stove, sails
and lots more - ask for complete list
E-mail davidskipper@live.com

MISTRAL TURBULENCIA
GRENADA
One new listing. Check our
spreaders/springs, winches, etc.
Tel (473) 459-4495/617-8271 E-mail
futation@isp Guillou.com

BRIGHT EYE BAY
BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

FAMOUS POTATOES: 2005
Admiral 38 Catamaran, For
Sale Summer 2008. You can
follow her adventure now at
web.mac.com/famouspotato.com

PACIFIC CRACKJackS
34’ highbery regard-
bonded trawler cruiser. USCG
Details on www.sethcrackjacks-
com Tel (473) 415-1026

PARADISEYachts
43’ displacement barns, good sails, lying in Martinique
Tel (473) 797-0800.
E-mail bbq@boglesroundhouse.com

CANGEA 28, 1980
Industrial, interior, Unique little yacht
(has been changed for
canopy specialists)

SAILFUNN
set up. E-mail: destsll@candw.lc
1994 Lagoon 47, 4 cabin, US
2 sets racing sails, US 61.000
US 94.000,

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.

BEQUIA - BEQUIA CANVAS
Panel of canvas specialists, 24/7 cover anywhere in
the Caribbean.
**ST. THOMAS YACHT SALES**

Compass Point Marina, 6300 Est. Frydenhoj, Suite 28,
St. Thomas, U.S.V.I. 00802

Tel: (340) 779-1660
Fax: (340) 779-2779
yachts@islands.vi

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Length (ft)</th>
<th>Engine(s)</th>
<th>Condition</th>
<th>Price (US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>38' 1999 Sea Ray Sundancer</td>
<td>38'</td>
<td>38'</td>
<td>Mercruiser</td>
<td>Used</td>
<td>167,000</td>
</tr>
<tr>
<td>32' 1996 Carver 325</td>
<td>32'</td>
<td>32'</td>
<td>Twin Crusaders</td>
<td>Great Condition</td>
<td>99,000</td>
</tr>
<tr>
<td>31' 1999 Sea Ray Sundancer</td>
<td>31'</td>
<td>31'</td>
<td>New Engines</td>
<td>Used</td>
<td>79,900</td>
</tr>
<tr>
<td>14' 2006 Aquascan Jetboat</td>
<td>14'</td>
<td>14'</td>
<td>160HP Yamaha</td>
<td>New</td>
<td>34,900</td>
</tr>
<tr>
<td>43' 1995 Hunter 430</td>
<td>43'</td>
<td>43'</td>
<td>Stepped Transom</td>
<td>Used</td>
<td>119,000</td>
</tr>
<tr>
<td>40' 1987 O'Day Sloop</td>
<td>40'</td>
<td>40'</td>
<td>Westerbeke</td>
<td>Used</td>
<td>60,000</td>
</tr>
<tr>
<td>40' 1986 Hunter Legend</td>
<td>40'</td>
<td>40'</td>
<td>Roomy, Aft Cockpit</td>
<td>Used</td>
<td>69,000</td>
</tr>
<tr>
<td>37' 2001 Bavaria Sloop</td>
<td>37'</td>
<td>37'</td>
<td>Yanmar Diesel</td>
<td>Used</td>
<td>79,500</td>
</tr>
</tbody>
</table>

Call, fax or visit our website for a complete list of boats for sale

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

---

**Jordan Boats**

**Kits for almost any boat design**

Ever thought of building your own boat?

We have a range of over 50 designs in Stitch and Tape or Glued Lapstrake construction ranging from 7ft tenders to a 22ft cruising yacht.

If we haven’t already made a kit of the design you want, we probably can.

Using low freight rates offered by Geest Line, we can ship our plywood kits to the Caribbean in as little as 4 weeks from order. See our website for more details.

[www.jordanboats.co.uk](http://www.jordanboats.co.uk)

Email: info@jordanboats.co.uk
Tel: +44 1592 560162

---

**Yacht Brokerage**

Visit us at [www.caraib-yachts.com](http://www.caraib-yachts.com) for a complete list of boats for sale

---

**CREW VACANCIES!**

email: crew@tradewindscrewclub.com

TradeWinds Cruise Club operate a fleet of catamarans across six destinations in the Caribbean.

We are the fastest growing charter company, operating TERM CHARTERS, all inclusive, 7 days.

We are looking for crew, mainly teams in the form of a Captain and a Chef/Hostess. We prefer couples that are married OR have been living together for at least a year.

The nature of the job is such that the better the understanding and teamwork between Captain and Chef the more successful your charters will be.

Requirements: Captain with a Skipper’s licence.

Chef/Hostess with a basic understanding of cooking.

Dive master/instructor for either the Captain and/or Chef is a plus.

This is a FUN job with great earning potential. If you are willing to work hard and have a positive disposition to life this could be your DREAM job.

Anyone with an interest is welcome to apply.

If you would like more information about this job or send your CV to us, please use this email address:

crew@tradewindscrewclub.com

or by mail to: Bequia Marina, P.O.Box 194BQ, Port Elizabeth, Bequia, St Vincent & the Grenadines

Tel. St Vincent +784 457 3407  
Tel. St Maarten +599 5510550
What's New at Island Water World

FENDER COVERS BY FENDER-DESIGN:

Features the Roll Neck, a completely new design. The highly elastic tubular fabric rolls on itself after the cut, no sewing, no rubbing, no lace!

What you need

FLEXBOAT INFLATABLE BOATS:

Brazil's leading inflatable now available in the Caribbean. Intensive research, mastery of cold vulcanizing, the use of modern equipment, specialized labor, and outstanding rigid hulls has resulted in a First Class, Great Value, Hypalon inflatable boat range.

Flexboat

SR-520

Want to know more about Boston Whaler, the only truly unsinkable boat? Visit Island Water World!

St. Thomas, U.S.V.I.
Yacht Haven Grande
Tel: 340.714.0404
Fax: 340.714.0405

St. Maarten, N.A.
Cole Bay
Tel: 599.544.5310
Fax: 599.544.3299

St. Maarten, N.A.
Bobby's Marina
Tel: 599.543.7119
Fax: 599.542.2675

St. Lucia, W.I.
Rodney Bay Marina
Tel: 758.432.1222
Fax: 756.452.4333

St. George's
Grenada, W.I.
Tel: 473.435.2150
Fax: 473.443.1028

St. George's
Grenada, W.I.
Grenada Marine
Tel: 473.443.1038

Prices may vary in St. Thomas, St. Lucia and Grenada as a result of customs charges and environmental levies.

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Trinidad Publishing Company Limited.