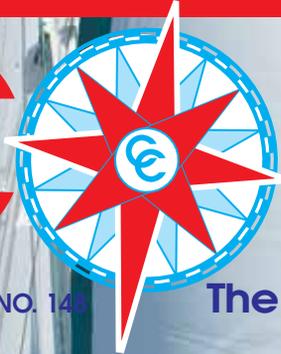


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C COMPASS



JANUARY 2008 NO. 148

The Caribbean's Monthly Look at Sea & Shore

ARC Arrives

See story on page 16

PROTECTION

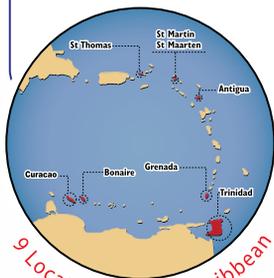
from rain and moisture

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Improves wet weather visibility through glass and plastic windshield and windows.

Makes surface so slick that rain literally slides off.



9 Locations in the Caribbean

BLUE PERFORMANCE HATCH COVER WITH MOSQUITO NET

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Provides excellent protection from the weather and mosquitoes and will enhance the appearance of any vessel.



Can be quickly and easily removed when not required. Made from a hardwearing water-repellent ripstop material and comes with a handy velcro pouch attached to the top for storing the mosquito/bug cover when not in use.

- Dimensions: 500mm x 500mm
- Available in: Grey

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These stainless steel deck ventilators cannot be closed, providing permanent ventilation.



They are rain/spray proof and may be used in combination with electric ventilators or blowers.

Complete with plastic trim ring/bug screen.



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These self-draining, interlocking panels provide a ventilated surface that helps to keep stowed gear dry and free from mildew and odour.

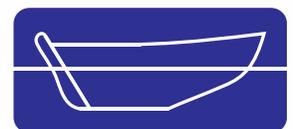


Use Dri-Deck to line the bottoms of compartments, cabinets, lockers, or the space under bedding and cushions to promote air circulation and eliminate trapped moisture. Use it under anchors, gas tanks or loose equipment to protect wood and fiberglass from abrasion.

- Dimensions: 1' x 1' square.
- Available in: almond, black, blue, gray, teal and white.

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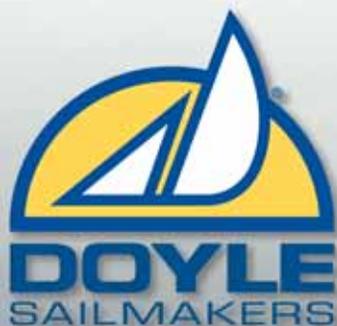


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St. Croix, USVI

Wilson's Cruzan Canvas
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St. Lucia

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St. Vincent

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Soca Sails, Ltd.
Chaguaramas

C R I B B E A N C O M P A S S

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

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Editor.....Sally Erdle
sally@caribbeancompass.com

Assistant Editor.....Elaine Ollivierre
jsprat@caribsurf.com

Advertising & Distribution.....Tom Hopman
tom@caribbeancompass.com

Art, Design & Production.....Wilfred Dederer
wide@caribbeancompass.com

Accounting.....Debra Davis
debra@caribbeancompass.com

Compass Agents by Island:
Antigua: Ad Sales & Distribution - Lucy Tulloch
Tel: (268) 774-6657
lucy@thelucy.com

Barbados: Distribution - Norman Faria
Tel/Fax: (246) 426-0861
nfaria@caribsurf.com

Curacao: Distribution - Cees de Jong
Tel: (5999) 767-9042, Fax: (5999) 767-9003,
sibarba@atglobal.net

Dominica: Distribution - Hubert J. Winston
Dominica Marine Center, 24 Victoria Street, Roseau,
Tel: (767) 448-2705, info@dominicamarinecenter.com

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ISSN 1605 - 1998

CHRIS DOVIE

KATH THOMAS

Dear Compass,

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Tina Dreffin
Yacht Scud



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Martinique
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C R I B B E A N
C O M P A S S

Articles & Photos • Advertisers' Directory • Check It Out... Tell Your Friends!

Cover: ARC 2007 is over! The last yacht to finish, after overcoming several problems during the crossing including losing its forestay, was Nic Gray's Colin Archer-designed Christiania, with its multi-national crew, which arrived after 24 days at sea

Info & Updates

APIS Suspended

Much to the relief of cruising yachtspeople, professional charter skippers, bare-boaters, yacht racers on the regional circuit, local boatowners and those involved in the yacht tourism and yacht service industries, the requirement that both private and commercial yachts submit Advance Passenger Information electronically



CHRIS DOYLE

before entering any of ten Caribbean Economic Community (CARICOM) countries has now been dropped.

Legislation was passed in early 2007 requiring that "all vessels" entering, leaving or sailing within CARICOM comply with the Advance Passenger Information System (APIS). This meant filling out a detailed form on-line and submitting it electronically or by fax before arrival at a port of entry, according to a given timetable. There was virtually no prior consultation, regionally or nationally, to determine how such a requirement would impact yachts and yacht-based economies, and — ironically —

no "advance information" disseminated to the public before the new law went into effect in Antigua, St. Vincent & the Grenadines and Barbados. (The other CARICOM countries concerned had passed the law but hadn't yet enforced it for yachts.)

Authorities were apparently unaware of the difficulty, expense and inconvenience that compliance would pose to the average yacht skipper, and the resultant damage to local and regional economies.

Trinidad & Tobago and Grenada let their APIS legislation lapse in June 2007. Steps are now being taken in other countries to amend the APIS legislation to protect the Eastern Caribbean's vital yachting sector.

Congratulations go to the Caribbean Marine Association, an umbrella group for the region's national marine trades associations, and to all the national associations who worked with their governments to resolve this issue.

Fees Adjusted for St. Vincent & the Grenadines

The former per-day entry fee for persons entering St. Vincent & the Grenadines by yacht (EC\$5 per person per day, up to a maximum of seven days charged) has been changed to a flat fee of EC\$35 per person per month.

The charter yacht license fee is now EC\$5 per foot per month, and the occasional charter yacht license fee is now EC\$125.

Note: The amended legislation also provides for a penalty of EC\$20,000 for not clearing into the country with Customs and Immigration.

Nevis Sets New Mooring Rates

The rates for the newly installed yacht moorings at Nevis have been set as follows for 2008 through 2010:

Yachts up to 35 feet, EC\$27 (US\$10) up to two days and EC\$40 (US\$15) from two days to one week.

Yachts 36 to 60 feet, EC\$40 (US\$15) up to two days and EC\$54 (US\$20) from two days to one week.

Yachts 61 to 90 feet, EC\$54 (US\$20) up to two days and EC\$67 (US\$25) from two days to one week.

When approaching Nevis, call the Nevis Air and Sea Ports Authority on VHF16 to be assigned a mooring.

When you arrive, pick up a copy of the informative brochure "Nevis Air and Sea Ports Authority Yacht Mooring System".

For more information contact nevports@sisterisles.kn or phone (869) 469-2001.

Missing at Sea

Francisco "Paco" López Pando of Puerto La Cruz, Venezuela, has been reported missing and presumed dead after falling overboard on November 27th, 2007 from a 38-foot yacht sailing from Tortola, British Virgin Islands, to Puerto La Cruz.

According to reports received by *Compass*, Paco, an experienced sailor, was helping a less experienced friend deliver the friend's new boat, *Flying Cristina*. After being down below, the friend came up on deck to find Paco no longer aboard and was unable to locate him. A search by MRCC in Martinique, and a later helicopter search by members of Paco's family were also unsuccessful.

—Continued on next page



JOTUN

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Jotun SeaQuantum represents the **ULTIMATE** development in hydrolysing but tin free Antifouling paints, exceeding the self-polishing, self-smoothing and predictable Antifouling performance previously only found in the now completely banned TBT paints. **SeaQuantum** is the result of 8 years of combined research of Jotun Paints and the Chemical Giants Nippon and BASF. This bottom paint is the industry's state of the art solution for an environmentally acceptable paint of highest performance standards.

SeaQuantum is manufactured worldwide in 34 factories.

Several tests on sailboats over the past 18 months have shown better results than the repeated test winner and #1 choice of Caribbean cruisers, Jotun Seamate HB 99.

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Technical Information and Dealer Inquiries:

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Jotun **SeaQueen** and **SeaQuantum** are available at all Trinidadian Boatyards and most chandleries. Please call for your nearest dealer



—Continued from previous page

Many cruisers will remember Paco, who headed a sought-after team of yacht spray-painters in Marina Amerigo Vespuccio in the 1980s. Paco went on to become vice president of the Venezuelan television station Televisora de Oriente.

Venezuela Turns Back the Clock

On December 9th, clocks in Venezuela were turned back 30 minutes in a measure intended to optimize use of daylight hours. The change occurred at 3:00AM, putting Venezuela four and a half hours behind Greenwich Mean Time — a unique time zone for the Americas.

St. Croix's 'Best' Lighted Boat Parade

Ellen Sanpere reports: Originally scheduled for December 8th, the St. Croix Lighted



Light 'em up!
Each year the
lights get
brighter at
St. Croix's
Annual Lighted
Boat Parade

Boat Parade 2007 was postponed for two weeks due to high winds and seas. On December 22nd, the weather was perfect, the moon was nearly full and so was the Christiansted boardwalk.

Festivities started around 4:00PM with Gentlemen of Jones caroling and a jazz band playing. Santa and several helpers were sighted handing out candy canes. The Hovensa oil refinery provided fireworks from Gallows Bay as the boats paraded twice through Christiansted Harbor. Many spectators said this boat parade was the best one yet!

Pirate Ship Discovered in Dominican Republic

Julia Bartlett reports: The announcement was made in early December that Captain William Kidd's last prize, the 500-tonne *Quedagh Merchant*, has been

found — amazingly lying in only ten feet of clear Caribbean water near Catalina Island, off the south coast of the Dominican Republic. According to *National Geographic News*, Charles Beeker, an archaeologist at Indiana University who made the discovery, said he's convinced the wreck is Kidd's ship. But he said it will take about two years of excavation to confirm the vessel's identity. It seems that the wreck has not been looted and so it is hoped that it will provide some fascinating glimpses into Kidd's story.

Kidd was born in Scotland in 1645. He was engaged by the British government as a privateer to help combat piracy in 1696. He sailed from London as captain of the *Adventure Galley* and took the Armenian ship, the *Quedagh Merchant*, in the waters of the Indian Ocean after becoming famous as the Scourge of Madagascar.

In 1699 he was in the Caribbean when he heard that a blanket royal pardon had been granted for all pirates — except for William Kidd. The story goes that he left his prize in the care of his men and set off to clear his name. After he left, the men looted and set fire to the ship.

He failed to clear his name, although now there's some dispute about whether or not he was guilty. He was hanged at Execution Dock in London on May 23, 1701 and the British made an example of him by dipping his body in tar and leaving it to swing for two years as a deterrent to any thinking to follow in his swashbuckling wake.

The Dominican Government have invited archaeologists from the University of Indiana to research the site. The plan is to eventually turn the site into an underwater reserve where amateurs can explore the wreck once researchers have finished.

So all ye yachties, keep ye wits about ye when snorkelling the vast and terrible waters of the Caribbees. Who knows what other treasures lie hidden just beneath its surface?

Two Yachts Robbed at Chateaubelair, St. Vincent

Two instances of armed robberies aboard yachts anchored at Chateaubelair on the north leeward coast of St. Vincent were reported last month: one during the night of Thursday, December 13th, and one exactly a week later on the night of the 20th. In both cases the intruders were reportedly armed with cutlasses (machetes) and/or knives.

The incidents were reported to local law-enforcement authorities. The newspaper *Searchlight* quoted Chairman of the North Leeward Tourism Association, Clem Derrick, as saying, "This is a serious blow to an already fragile industry." Area Parliamentary Representative Jerrol Thompson told *Searchlight* that he is hoping to have community meetings to sensitize residents about the importance of the yachting industry. The victims of the first robbery were taken to lunch and dinner by Derrick, and community members contributed money to help make up what was stolen. Investigations are being carried out by the Serious Crimes Unit of St. Vincent & the Grenadines.

Coconut Telegraph Net

Rose Hansmeyer and Tom McMaster report: The Coconut Telegraph Net has been active for about a year and is intended to keep cruisers connected and to share information. It meets every morning at 0800 hours on 4060 USB using 4030 as an alternate frequency.

—Continued on next page

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Fx: 268-460-1767
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St Thomas

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—Continued from previous page

Up until now it has been spread by word of mouth and approximately 30 cruisers may check in from throughout the Caribbean and the Bahamas.

Cruisers Site-ings

- The Wikisailing Webmaster reports: Wikisailing is a cruising guide on the web. Anybody can add a report on a marina, harbour, beach or anchorage. Digital photos are also welcome. Visit www.wikisailing.com and don't hesitate to share your experience at sea.
- Bob Bitchin reports: The sailing magazine *Latitudes & Attitudes* is now available free, on-line, each month. The beta version is up now at www.seafaring.com.

Boatbuilding in Barbados

A handsome 29-metre steel schooner is being built on the shores of the Carlisle Bay anchorage in Barbados. Word from our correspondent in the island, Norman



Faria, is that the Barbadian owner is planning to try his hand at inter-regional cargo and passenger service with it.

From the design board of Thomas Colvin (born 1925, Chicago), the hull clearly resembles 19th and 20th century working craft of the US Eastern Seaboard. That boatbuilding culture also influenced shipwrights in the Eastern Caribbean island chain up until the 1970s when the "schooner trade" came to an end with the introduction of fully motorised vessels. (See Douglas Pyle's book *Clean Sweet Wind*, ISBN 0-07-052679-6, available from www.books.mcgraw-hill.com.)

The gaff rig schooner will have steel masts but no bowsprit and a big cargo hold amidships. *Compass* will keep readers abreast of this commendable project as work progresses, including news of the eagerly awaited launching day.

Welcome Aboard!

In this issue of *Compass*, we welcome new advertisers Captain Gourmet of Union Island, page 41; Douglas' Yacht Services of Martinique, page 7; and Sugar Mill Cottages of Antigua, page 49. Also see our brand-new Caribbean Marketplace ads starting on page 52. Good to have you with us!

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The Marina at Marigot Bay

This sheltered Marina lies at 13 degrees 58.1' N and 61 degrees 01.8'W on the west coast of St Lucia. The rebuilt docks have capacity of 40 berths and excellent facilities for superyachts and cruisers alike, including:

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COME BACK TO THE BAY

 Marigot Bay - St Lucia

Business Briefs

New Location for Carriacou Silver Diving

After 12 years, Carriacou Silver Diving Ltd. has relocated just 100 yards north on Main Street in Hillsborough, Carriacou. In their new premises, owner-managers Max and Claudia Nagel offer the same range of services and professionalism, but refined in style and amenities.

Silver Diving has also expanded its staff to offer customers a more flexible schedule for diving and dive training.

Max says, "In 2008 we are looking forward to our 15th anniversary as Carriacou's pioneer in sport diving."

For more information see ad on page 48.

The 2007 Antigua Charter Yacht Show

Bob Williamson reports: Three days before this latest annual show was to begin on December 5th, there were audible gasps around English Harbour. There were hardly any boats! Did this mean that St. Maarten was



ANTIGUA CHARTER

already winning the race to attract everyone to their Charter Show, timed for December 3rd through 7th?

Well, at the end of Day One of the "Nicholson Show" there were 85 showboats in Antigua, 45 of them over 80 feet in length (one huge blue craft, the *Alfa Nero*, took up one whole pier at the Falmouth Marina at 271 elegant feet). The place was heaving with brokers. And who wouldn't be attracted by the delights of southern Antigua with its ambience, clear waters, restaurants (many brand new), dancing and parties, sports, surfing and sailing?

Hundred of brokers, some from as far away as Turkey, were here to collect bookings for some of the smartest yachts in the world. Millions of dollars were signed away on charter agreements stretching way into next year. One broker I talked to, Pila Pexon of Bartram & Brakenhoff in Newport, Rhode Island, said, with exemplary caution: "I arrived only yesterday but I think it's a great party — let's say, 'So far, so good!'"

The yachts at the show, as usual, were all breathtaking examples of elbow grease and gleamed almost as much as their crews, who all flourished smiles that were absolutely broker-breaking. Every visitor was pried with exotic drinks served on trays made by Cartier. At the feet of the gangways were intricately woven wicker baskets into which brokers' deck-

destroying, needle-nosed or rapier-heeled shoes were to be deposited. On the walls of the main saloons were hung Louvre-quality examples of fine art including works by Picasso and van Gogh. Again, Antigua's charter yacht meeting was an event to remember.

For more information visit www.antigua-charter-yacht-meeting.com.

Douglas Rapier — A Man for All Reasons

Clara Decker reports: What are the reasons you should make the acquaintance of Douglas Rapier next time you are in Martinique? Why should you go



to his new office at the marina at Marin and find out what he's up to? Why is it that you need him — even when you don't know him?

Douglas Rapier is Douglas of Douglas Yacht Services. Make his office a meeting point for your family, your charter guests, your crew, your owner. He has WiFi connection, secretarial facilities, washroom and coffee service. He can arrange transfers, taxis and car rentals. He will take care of all your provisioning needs and refueling logistics. Is it your birthday? Does your crew need time off? Douglas will arrange events and entertainment deckside or dockside. He also offers "Discover Martinique" package tours, with or without a guide.

Whether your boat is big or small, crewed by you or by 20 uniformed deckies, you sometimes run into a snag that you can't solve alone. Douglas Rapier has been in sailing and tourism for 20 years. So take time to go by his office, turn over the half-hour sandglass on his desk, and make contact with this good contact. For lots of reasons.

For more information see ad on page 7.

News from Horizon Yacht Charters

Horizon recently launched a seven-night "Cruising with Cats and Kids" package, designed to make life a



little easier for parents and to keep the kids amused during their charter. The company is providing free use of water toys such as kayaks, snorkel gear, inflatables and noodles, up to the value of US\$100, for the duration of a seven-night charter. Children under 12 years will also receive a surprise goodie bag.

Stable, spacious and with greater privacy, catamarans are ideal for charters with family and friends. Non-sailors can discover the thrill of sailing in the Caribbean by choosing a crewed package, which includes skipper and cook.

If your interests lie in discovering more about the Caribbean's most famous product, then Horizon Yacht Charters (Antigua)'s newly launched 14-day "Rum Cruise 2008" could be for you. Aimed at both sailors and non-sailors, the flotilla will depart from Antigua on May 9th with experienced guides Paul and Marguerite Jackson, embarking on a 200-mile voyage through the Leeward and Windward Islands. The group will visit a variety of rum distilleries, sampling the rum on the way before ending the cruise in St. Lucia on May 23rd. Skippers are available for non-sailors or those who like to have someone guide them through the islands.

For contact information see ad on page 37.

Ferryman Insures Yachts in Caribbean

Don Street reports: My Lolaire Enterprises has been placing marine insurance for the past 46 years, with US companies for the first six years (while based in the USVI), then with Lloyds. Now I'd like to introduce you to Ferryman Underwriting Agency Limited.

Through the years, as hurricanes have caused massive losses among yachts in the Eastern Caribbean, Lloyds and other larger companies tightened their requirements, making it more difficult to insure boats in the Caribbean. Many underwriters are currently unwilling to give coverage against damage caused by named storms in the "hurricane box" between 12 and 35 degrees north.

Also, historically, insurance companies in both the US and UK have refused to cover yachts in Haiti, the Dominican Republic and Colombia because of political instability and the difficulty of settling claims in these areas. However, the Dominican Republic has achieved stability and marinas have opened for business, and in Colombia, the Coast Guard has now become very helpful to yachts.

Ferryman is willing to insure boats in the entire Caribbean Basin, no exclusions, but an extra premium is charged while boats are in Haitian waters. Ferryman is willing to insure boats within the hurricane box against named windstorm damage, subject to sight and approval of lay-up procedures if stored ashore, and mooring plan and location if in the water. Ferryman is able to insure boats with values as low as US\$100,000 and still make a profit whereas larger companies cannot profitably insure the smaller values.

For Lolaire Enterprises contact information see ad on page 11.

Sevenstar Yacht Transport Launches New Service

Sevenstar, a leading provider of yacht transportation services, has opened a new route between Savannah, Georgia, USA and Zeebrugge in Belgium. "This was our direct response to a shortage of space that was prevailing on the transatlantic routes," explains Sevenstar Managing Director Richard Klabbers. "It is ideal for smaller yachts of up to 40 feet, mainly of the powerboat variety." The first transportation of this monthly service took place on the first weekend of December 2007. *M/V Stadiongracht* loaded over 60 boats at Savannah in less than one day.

"We had noticed in recent months a lack of space on the RoRo and container carriers," Klabbers continues.

—Continued on next page



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—Continued from previous page

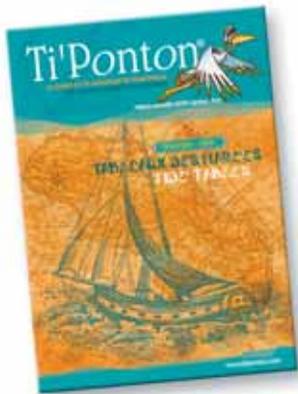
"Together with our partners for this specific trade, the Dutch company Transport Partners, we identified an increasing demand among smaller boat owners/manufacturers for transatlantic shipments. Our response has been to set up special terminals at the load and discharge ports in order to make truck deliveries easy for clients."

In addition to the ocean transportation, Sevenstar/Transport Partners also offers trucking services, transport cradles and shrink-wrap in the US and Europe, transport insurance and Customs clearance.

For contact information see ads on page 15 and 55.

Ti'Ponton — The Sailor's Guide to Martinique

The 4th edition of *Ti'Ponton*, the sailor's guide to Martinique, is now available. This free publication contains the most extensive information that you can find on yachting services, equipment, provisioning, places to see and things to do on and around Martinique.



Ti'Ponton is bilingual (French and English) and aims to provide everything a sailor needs to know about "Madinina, The Island of Flowers" including names, addresses and telephone numbers of more than 600 nautical services, suppliers, provisioning companies, doctors, local restaurants, sightseeing spots and more. New this year is *Ti'Ponton's* tidal information for major coastal cities in Martinique. Look out for it at numerous locations in Martinique.

For the latest marine news, log on to www.tiponton.com, or for more information contact cptiponton@wanadoo.fr.

Grenada's Port Louis Marina Acquired by CNMI

Camper & Nicholson's Marina Investments Ltd (CNMI) has exchanged contracts to acquire the marina at Port Louis, located in St. George's Lagoon, Grenada, and certain marina-related real estate for US\$24 million from Peter de Savary's Port Louis Land Ltd and Port Louis Trading Ltd.

The acquisition cost is substantially payable on completion this month. The final cost of the marina is projected to be US\$36 million. As part of the acquisition, CNMI is also purchasing approximately 23,800 square metres of land (including reclamation rights), for mixed-use development for which detailed planning consent is in place.

Comprising approximately 100,000 square metres of water area, held on a 99-year lease, of which over

40,000 square metres is berth area, the marina at Port Louis will accommodate over 300 yachts including 60 superyachts up to 100 metres in length. The marina has already opened with 50 fully serviced berths. The US\$500 million Port Louis luxury accommodation, restaurant and retail shop development bordering CNMI's marina continues to be promoted by Peter de Savary.



What goes around... In this 2002 photo, the Grenada government signed a marina agreement with Camper & Nicholson's, who have now bought Port Louis Marina from Peter de Savary

George Kershaw, Chairman of CNMI, said: "Port Louis marks a further step in our program of acquiring and developing strategically located marinas. Port Louis will be a flagship Caribbean marina with an important capacity for the fast-growing superyacht fleet. The Government of Grenada has been pro-active in establishing a yacht-friendly legislative and fiscal climate that will assist the further growth of yachting in Grenada."

Camper & Nicholson's interest in this marina location is not new. On September 20, 2002, the Government of Grenada, represented by Acting Prime Minister Gregory Bowen, signed an agreement with Poole Capital S.A., a finance company, in association with Camper & Nicholson's marina management company, for the acquisition of 50 acres of hillside and waterfront property at St. George's Lagoon. News reports at that time said, "This new project, dubbed Port George, is scheduled to start construction in six months and will be in two parts: the marina and a waterfront and hillside village with hotel and private residences.... the marina will comprise about 350 berths, some catering to megayachts...." The Port George project did not materialize as such, however. Ground was broken for Port Louis by Peter de Savary in late 2006.

For more information visit www.portlouisgrenada.com.

St. Lucia's Rodney Bay Marina Expands

Island Global Yachting (IGY), one of the world's premier owners, developers and managers of marina



Plan for dock redevelopment at Rodney Bay

properties, recently announced that it has commenced redevelopment of St. Lucia's Rodney Bay Marina, which was purchased by IGY in early 2007. Slated for completion in late 2008, the new Rodney Bay Marina will feature 252 fully reconstructed slips, including the addition of an ISPS-compliant dock with 30 megayacht berths.

Cuthbert Didier, general manager of Rodney Bay Marina, says, "Prior to this redevelopment, there were no first-class marina ports in the southern Caribbean which cater to the megayacht industry. We look forward to continuing to serve our loyal clientele with an even better facility and welcoming new customers to the Rodney Bay Marina."

Martin Lucas, IGY's Director of Customer Service & Quality Assurance, assures Compass that the addition of megayacht berths does not mean that Rodney Bay Marina will be excluding other boatowners. Rebuilt amenities for cruising and charter sailboats will include berths on wider docks with improved lighting, security, water and power.

Rodney Bay Marina also offers a boatyard and is situated in a well-protected hurricane hole. For the past 16 years the marina has been the final stop for the Atlantic Rally for Cruisers. The existing marina will remain operational throughout the recent renovation.

For more information visit www.igy-rodneymarina.com.

Caribbean Maritime Institute Unveils New Initiatives

The Caribbean Maritime Institute (CMI), headquartered in Jamaica, has entered a number of strategic partnerships that will see the Institute extending its franchise of training programmes across the Caribbean and providing its students with hands-on training on some of the world's largest and most prestigious vessels.

Executive Director of the CMI, Fritz Pinnock says: "We have now formalized a Memorandum of Understanding (MOU) with the Port Management Association of the Caribbean for which the CMI is their official training and research arm. This covers the Eastern Caribbean ports inclusive of Barbados, St. Vincent & the Grenadines and Dominica."

Pinnock also said that the Institute was "in deep discussions" with the Barbados Port Authority and the Shipping Authority of Barbados to collaborate with that government in offering the CMI's degree programmes to their students. "Similar discussions are taking place with the St. Vincent & Grenadines officials. The objective is to make the CMI a truly Caribbean institution," he noted.

At the Caribbean Shipping Association Conference held in Puerto Rico earlier this year, an MOU was signed with the Dutch Caribbean Training Centre in Curaçao and De Ruyters Training Institute in Holland. The Memorandum will meet the training needs of the regional shipping and allied industries by facilitating professional development and technical assistance. It will also facilitate exchange and transfer of relevant technology and expertise for the development of maritime training and consultancy throughout the Caribbean, Central and South America.

Pinnock added, "We have signed an MOU with a large luxury megayacht crewing and management company, managing in excess of 20,000 crewmembers worldwide with offices in Fort Lauderdale and Paris." Closer to home, the CMI is currently formalizing an MOU agreement with the Jamaica Fire Brigade that will see the Brigade assisting with the delivery and provision of equipment for the CMI's fire-fighting courses.

Pinnock unveiled additional initiatives that the Institute has embarked on towards gaining university status by 2010.

For more information visit www.cmide.org.

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General NET Procedures

Nets are run by the net controller (NC). He or she will usually begin with some sort of preamble, identifying himself, usually stating the objectives of the net, perhaps giving some emergency information, perhaps giving information of general interest (such as a weather forecast), ending with a call for traffic. This is your signal to call in with your boat name or ham call sign. The NC will recognize you and perhaps several others, forming a call list. He will then call you in one at a time, giving each an opportunity to speak with him one-on-one, which everyone will hear, of course.

You can request to call another station for a brief conversation on the net frequency. If you wish to speak to that station at length you should request to take that station to another frequency (referred to as a "QSY"). When you are finished with your contact with the NC, you sign off with your boat name and your status ("standing by" or "shutting down"). The NC will then recognize the next boat, and so on. If you need to re-enter the net you can call "re-entry" anytime the NC is calling for new traffic. This should be used judiciously.

If you have information that someone is requesting, you may insert the word "info" at an appropriate break in the conversation. If the NC does not have the information he will usually ask if anyone does have it and that is your entry. If you hear a station that you wish to speak to, insert the word "contact" and the NC will call you in at the first logical break.

Insertion of the word "break" implies a higher degree of urgency which the NC will try to recognize. The use of the double break ("break, break") implies an emergency situation which requires immediate attention. All of these "insertions" tend to disturb the natural flow of the net and should be used with care.

The NC will usually close the net officially at some specified time or after there are no more responses to calls for traffic.

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Marine Surveyors, Grenada

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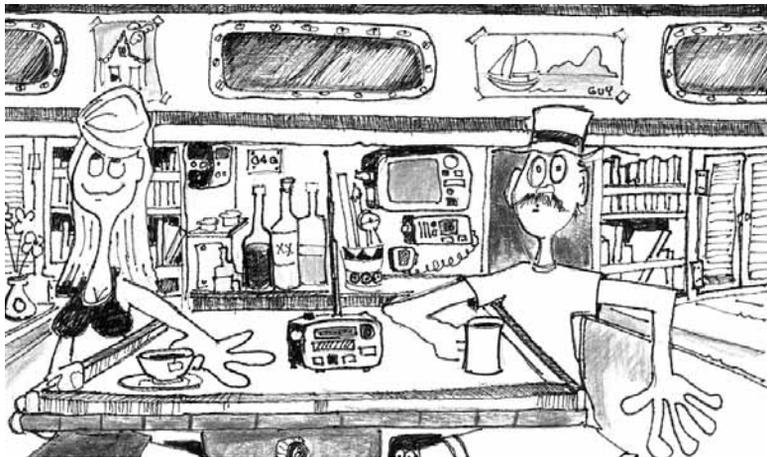
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SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0600	0200	NMG Broadcast	B	Wefax	USB
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Trinidad Emergency Net 9Z4CP (Eric)	3855	Voice	LSB/ham
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 2)
1100	0700	Caribbean Maritime Mobile Net	7250	Voice	LSB/ham (Note 3)
1130	0730	KP2G Caribbean Weather Net (George)	7086	Voice	LSB/ham (Note 1)
1200	0800	NMG Broadcast	B	Wefax	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 2)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 2)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
1800	1400	NMG Broadcast	B	Wefax	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net (George)	7086	Voice	LSB/ham
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0000	2000	NMG Broadcast	B	Wefax	USB
0330	2330	Offshore Forecast	A	Voice	USB

Frequencies (in kHz):

- A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502, 12788.
Caribbean Sea approximately 25 minutes later.
NMN/NMG have cancelled changes scheduled for Dec 2007. Schedules can be found at www.nhc.noaa.gov/tafb-atl.shtml
- B) 4316, 8502, 12788, 17144.5
- C) 4369, 8788, 13110, 17362, 22804. Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

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

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

Note 3: George comes on at 0715 and gives a weather synopsis, then moves to 7086 and at 0730 gives the complete Caribbean forecast including rebroadcasting WEFX.

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- There is daily news, entertainment and sports on BBC World Service. See schedule at www.bbc.co.uk/worldservice/schedules/internet/800/radio_frequencies_caribbean.shtml. American Forces Network broadcasts 24 hours/day (5446.5, 7812.5, and 12133.5 USB).
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.

SELECTED CRUISERS' VHF NETS

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

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

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Regatta News

Cuba Hosts International Waterski Seminar

The awarding of diplomas to 24 participants and the request that Cuba participate, for the first time, in an international waterski event, ended the first International Coaching and Development of Waterski Seminar of the Panamerican Confederation, held November 16th to 18th, 2007 in Havana.

Organized by the International Waterski Federation and the Hemingway International Yacht Club of Cuba (CNIH), the seminar featured theory and practical classes taught by coaches John Wood of the United Kingdom, Jean Michel Cau of France, and Larry Gistler of Chile, and supervised by Kuno Ritschard, President of the International Waterski Federation and member of the International Olympic Committee. Also participating were coaches from Ecuador and Colombia, plus representatives of Cuban groups such as Gran Caribe Hotels, the Enterprise Group of Marinas, and the Waterski and Jetski Team of CNIH.

"As host of the first International Waterski Seminar in Cuba and the Caribbean, the CNIH of Cuba has made a serious commitment to do everything possible to promote waterskiing, with the hope of fulfilling the request of Kuno Ritschard to stage a national championship in Cuba and have our country represented in international waterskiing events," said CNIH Commodore José Miguel Díaz Eschrich.

For more information contact yachtclub@cnih.mh.cyt.cu.

Teen Skipper Tops Round Tortola Race

Alastair Abrehart reports: The 38th Pusser's Round Tortola Race took place on November 24, 2007, and the smallest boat in the fleet — *Intac*, an IC24 — won the Racing Class. Besting much larger boats in a race which saw it battling big seas and winds gusting in the 20- to 25-knot range, *Intac* won this annual circumnavigation of Tortola after corrected time was calculated. *Second Nature*, the Hughes 38 skippered by Bill Bailey, won the Cruising Class.

Intac, owned by Mark Plaxton and skippered by 16-year-old Alec Anderson, was tenacious as it hung on to the bigger boats that desperately tried to shake it off.

Trimaran *Triple Jack*, a 29-year-old Kelsall One-Off skippered by George Lane, took line honours and was expected to improve considerably on its time of four hours and eight minutes from last year but finished 17 minutes slower. However, there was good reason. The owner, Steve Davis, went overboard on the spinnaker run on the north side of Tortola and then the daggerboard broke on the last beat of the race. In the end, *Triple Jack* placed third behind the Sirena 38 *Pipe Dream*. Having survived the man overboard incident, Steve was awarded the Pusser's Survival Kit.

Both the Racing and Cruising Classes started in the Sir Francis Drake Channel off Nanny Cay and then headed anti-clockwise around Tortola. After the beat east up the Sir Francis Drake Channel, the fleet turned the corner at Great Camanoe and ran downwind to West End where, after a quick wiggle through Soper's Hole, it was a beat back to the finish off Nanny Cay for the racing fleet. The Cruising Class finished off West End.

The prizegiving party was held at Pusser's Landing, Soper's Hole, where Pusser's Rum ships' decanters, flagons and hip flasks were awarded.

Transatlantic Maxi Yacht Rolex Cup 2007

The inaugural Transatlantic Maxi Yacht Rolex Cup started on November 26th, 2007, with seven competing boats — maxi yachts of 18 metres (70 feet) and above — sailing a 2,700-mile course from Santa Cruz de Tenerife in the Canary Islands, to St. Maarten.

IRC handicap calculations handed overall victory and a Rolex timepiece to Anders Johnson of Sweden



and the crew aboard his British-registered Swan 70 *Blue Pearl*. With its almost exclusively Swedish crew, including skipper Klabbé Nylof who has crossed the Atlantic over a dozen times, *Blue Pearl* finished fourth over the line on December 8th, after 12 days, 2 hours, 22 minutes and 41 seconds at sea.

Second place went to Norway's Morten Bergesen, whose predominantly Norwegian crew aboard the Wally 105 *Narilida* included Volvo Ocean Race veteran Knut Frostad as skipper and the equally famous Swede Roger Nilsen as tactician. *Narilida*, the oldest boat in the fleet (launched in 1994), also received the organiser's — Italy's Yacht Club Costa Smeralda (YCCS) — YCCS Line Honours Trophy and the International Maxi Association (IMA) Challenge Trophy for the highest-placed IMA member.

The Transatlantic Maxi Yacht Rolex Cup 2007, which the YCCS plans to hold again next year with the same format, was promoted by the IMA with the support of the Real Club Nautico de Tenerife and the Sint Maarten Yacht Club. It was created by the IMA in collaboration with YCCS in response to requests from owners for a transatlantic race specifically for maxi yachts.

Martinique's Une Femme, Un Homme, Un Bateau

Clarla Decker reports: The Une Femme, Un Homme, Un Bateau double-handed race for the Sea Services Shipchandler Trophy held on December 1st, 2007 opened Martinique's racing season. Two classes of Racer/Cruisers, one class of Tempests, and one class of Laser Picos put 33 boats on the waters of Fort de France Bay for this annual contest. The purpose of the event is friendly competition for boats or crew who do not normally race. It is open to all.

The "One Woman, One Man, One Boat" race is organized by the Club Nautique Le Neptune of Lamentin and sponsored by Sea Services Shipchandler. Jean Michel Figueres, club president and course designer, saw his course reduced by the sailing committee in order to have all the boats in by five o'clock. Though the wind was light, the weather was fine. The male/female crew on certain bigger boats were not unhappy for a light breeze, since they were undercrewed in order to participate in this event.

The race started at Club Le Neptune and ended at Yacht Club de la Martinique, where President Philip Volny and his committee had kindly invited Sea

Services and Le Neptune to have the prizegiving and barbecue because Le Neptune is under renovation.

In Racing/Cruising Class 2, Vianney and Jackie Saintennoy came first on *Agoué*, a Delph 28. In Racing/Cruising Class 1, Jean-Patrick Socias and Valérie Dewulf came first on *Cap'la*, an Edel 5. Jacques Ozier-Lafontaine and Dominique Marie won on their Tempest and Laser sailor Jean-Pascal Socias, known as the "The Handyman", took away a yacht model to repair entitled "The Wreck".

Sailors were especially pleased this year by the sponsorship of Habitation Saint-Etienne of Gros Morne, Martinique. The Director of Production for this prestigious rum distillery is champion sailor Sebastien Dornoy, who has been taking first place on the podium on an international level since the age of 12. Teams from Une Femme, Un Homme, Un Bateau were treated to the best that Habitation Saint-Etienne has



Double-handed fun aboard *Ena Filmax* in Martinique's season opener

to offer when Sebastien presented them with bottles of Extra-Old, Very Special Old, and Old Rhums. Habitation Saint-Etienne, known as "La Distillerie du Simon", is among the last eight functioning distilleries in Martinique. It is worth a visit not only to taste the high quality of its production, but also to see the traditional procedure still in use, including the steam column which has been providing energy to the plant since 1934.

Delighted by the race, the prize-giving and Saint-Etienne, sailors made a rendezvous for next year's edition. Cruisers are welcome to join "Une Femme, Un Homme, Un Bateau".

For more information contact cn.leneptune@wanadoo.fr.

New Match Race at Antigua Charter Show

John Burnie reports: A match racing event was organised at the Antigua Yacht Charter Meeting, held December 5th through 10th, and all exhibiting brokers, captains, crews and attendees were invited to enter teams in the competition hosted by On Deck Racing, based in Antigua. Two of the On Deck Beneteau 40.7 racing yachts were provided for the event and excellent short courses were laid inside and outside the harbour.

The finals were held on the last day of the show in testing conditions inside the harbour with tricky squalls providing interesting wind shifts, courtesy of Tropical Storm Olga passing well to the north of the island.

Bruce Tait won a good start in the final, surrounded by some very experienced crew such as Ben Cameron (ex-captain of *Ranger* and new captain of *Mirabella V*). The Nautor's Swan Charters Team, led by Steve Brownsea (captain of *Patient Falcon*) and with Bruno Jacob (captain of *Swan 62 Glenah*) on the helm, fought hard from behind and eventually took the lead on the second downwind leg. During the third beat the Bruce Tait Associates Team sailed some very good wind shifts, regained the lead, and crossed the line some 15 seconds ahead of the disappointed losers.

—Continued on next page

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—Continued from previous page
Smiles were soon re-installed at the Skullduggery Bar where the winners were presented with champagne



on ice by the Nautor Team amidst jocular remarks about land-based yacht brokers trouncing the on-water professionals!

This was a singularly good event to have at the AYCM and all the participants hope the tradition continues next year.

Sunshine Takes JHR Caribbean Regatta 2007

The JHR Caribbean Annual Regatta 2007 was hosted by Jolly Harbour Yacht Club, Antigua, on 8th and 9th December and raced outside the channel in Morris Bay (off Jolly Beach) and in the surrounding



area. There were 13 entries this year, competing in three categories: Racing, Racer/Cruiser and Cruising.

Sailing conditions were definitely on the blustery side, with scattered showers and gusty 15- to 20-knot winds on the first day of racing. Drama was supplied by *Gypsy* which contrived to pick up the windward mark. In so doing, she ensnared *Cydia*, fouling the rope around the propeller which *Cydia* spent the rest of the day unknowingly towing around. The after party at the Jolly Harbour Golf Club was sponsored by JHR Caribbean Real Estate.

On Day Two, in light of the ever-freshening winds which were reportedly gusting to near 40 knots inside Five Islands, the race officer made the difficult decision to abandon the day's racing.

The class winners were: Racing Class, *Forty Two*, Flying Tiger, Sven Harder, Gilly & Nick; Racer/Cruiser Class, *Sunshine*, Rhodes Bounty, Hans Lammers & Team; Cruising Class, *Miramar*, Beneteau Oceanis 400, Brian Turton & Team. The overall winner of the JHR Caribbean Cup 2007 was Hans Lammers on *Sunshine*.
For more information visit www.jhycantigua.com.

Hirst Dethrones Rosenberg in Tortola's Quantum Race
Dean Greenaway reports: Calling it "one of the toughest regattas of the year", British Virgin Islands

Olympian Robbie Hirst picked up a victory in the final race to break a three-way tie with St. Thomas' Chris Currier and defending champ Chris Rosenberg, to win the 4th Annual Quantum Sails IC24 International Regatta on December 9th, 2007.

Hirst, Currier and Rosenberg were tied with 31 points heading into the final race. "This was the toughest regatta of the year in terms of competitors and conditions," noted Hirst who was third last year, following a two-point victor over Currier. "It was actually a pretty intense day today. It was windy and racing was as close as I can ever remember. But, it came together for us in the last race."

Hirst trailed Currier and Rosenberg heading into the final day of racing. "Our plan was not to take a lot of risks on the first beat and try to keep our options open by starting in a way to have an open strategy," he recalled. "That was really important because the winds were quite gusty and very strong. It was the windiest regatta I've sailed in for a very long time, so there was a premium on the boat handling aspect as well."

Kevin Wrigley, whose Quantum sail-making company sponsored the event, said, "It was definitely a fantastic regatta. It was well organized, with a good turnout of 14 boats, including three from Puerto Rico and two from St. Thomas, and lots of wind."

Wrigley also took note of 16-year-old BVI sailor Alec Anderson, who placed sixth overall. "Alec is sailing incredibly well again and he shows he's got it in the big boats as well as the small boats," Wrigley pointed out. "He's calm and collected in the big breeze."

Matt Hood Wins RBVYC Commodore's Race

Dean Greenaway reports: Matt Hood sailed his *Racing In Paradise* to victory during December 16th's Royal British Virgin Islands Yacht Club Commodore's Race, ahead of 16-year-old Alec Anderson and a group of junior sailors on Mark Plaxton's IC24, *Intac*. Mike Masters' *Black Pearl* finished third in the competition which attracted seven participants, competing in windy conditions.

"This race was a lot of fun, with winds blowing 20 to 25 knots and lots of competition," noted Commodore Clair Burke. "Unfortunately, the IC24s caught us. I was racing on *Pipe Dream* and we had line honors in both races, but they caught us on handicap. So, despite having two past Commodores and me on board, they still ended up beating us and we finished fourth in the competition."

The club passed out the following prizes during Saturday night's awards ceremony: Most Improved Club Dinghy, Molly Donovan; Best Junior Sailor, Donte Hodge-Dickerson; Most Improved Club Yacht, *Intac*, Alec Anderson and James Wood; Best Club Helm, Peter Haycraft; Best BVI International Competitor, 3 *Haikems*, Chris Lloyd; Ruby Griffiths Memorial Trophy for Outstanding Service to the Club, Michael and Diane Kirk.

39th Spice Island Billfish Tournament

Grenada's 39th Annual Spice Island Billfish Tournament will be held on January 16th, 17th and 19th. Registration will be at the Grenada Yacht Club between 10:00AM and 4:00PM on January 15th.
Pre-register on-line at www.sibtgrenada.com.

St. Maarten-St. Martin Classic Yacht Regatta 2008

Fifteen yachts had already been registered as this issue of *Compass* went to press, and organizers of the St. Maarten-St. Martin Classic Yacht Regatta hope to attract up to 30 classics, "spirit of tradition" yachts, schooners, wooden boats, vintage and traditional yachts. The upcoming regatta will also have a special Classic Look class for yachts which are not built to sail under the classic or "spirit of tradition" rules but have

traditional lines or construction.

The regatta, scheduled for January 17th through 20th, is organized by West Indies Events and sanctioned by the Sint Maarten Yacht Club. Local boats will participate in separate races out of Great Bay at Taloula Mango's.



One of the yachts already in St. Maarten for the event is the 80-foot (26-metre) steel schooner *Grote Meid*. Designed by Gerard Dijkstra and built in Holland in 1989, this beautiful yacht with wooden superstructure and interior has participated several times in the Antigua Classic Yacht Regatta.

For more information visit www.ClassicRegatta.com.

Rallies Round the Caribbean

Club Transcaribes is offering two of its popular yacht rallies in 2008. La Route du Carnaval sails from Martinique to Trinidad from January 26th to February 5th, with overnight stops at Bequia and the Tobago Cays. The rally arrives in Trinidad in time for the climax of Carnival 2008. The Transcaribes rally sails from Guadeloupe to Cuba from March 29th to April 20th, stopping at St. Martin, the BVI and the Dominican Republic. Entry fees include dockage where applicable, parties, and even a free haul-out for participating Transcaribes monohulls before the start.

For more information visit www.transcaribes.com.

2008 Casa de Campo Regatta, DR

The Casa de Campo Yacht Club and Marina, located at La Romana, Dominican Republic, has announced the 2008 Casa de Campo Regatta for the Presidente Cup, running from February 13th to 17th.

The Regatta is open to IRC, PHRF, CYA and one-design monohulls from 24 to 100 feet. Classes will be determined by the number of entries. There will also be a new super-yacht division for yachts over 100 feet. The Presidente Cup is part of the IRC's Gulf Stream Series.

The Casa de Campo Marina is offering free berthing for all competitors of the regatta from January 21st until February 22nd (this excludes utility charges). The marina accommodates 400 slips and has a 120-ton travel lift. The second annual event will be complemented by a full schedule of social events including musical entertainment, a gala dinner, and a golf tournament at the Casa de Campo Country Club.

For more information visit www.casadecamporegatta.com.

First-Ever Grenada Classic Yacht Regatta

The first-ever Grenada Classic Yacht Regatta will be held from February 21st through 24th. The organizers,

—Continued on next page

March 20th - March 24th

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Easter 2008

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- Local Double-Ender Races
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- Sandcastle Competition

Notice of Race & Yacht Pre-Registration:
www.begos.com/easterregatta

Tel: (784) 457-3649
e-mail: bsc@caribsurf.com

—Continued from previous page

West Indies Events, anticipate the participation of up to 30 vintage yachts, schooners, wooden boats, "spirit of tradition" and other classics in this first edition.

On the Friday, the start will be out of St. George's, sailing along the Grand Anse Beach coastline and finishing back in St. George's. A lunch buffet and drinks will be offered to all captains, crew, press and VIPs compliments of Port Louis Grenada. An evening party with a live band will be open to the public.

The Saturday will also see the start out of St. George's. The yachts will sail along the southern coast to finish in St. David's Harbour. A buffet will be offered to participants, press and invited guests at the Water's Edge Restaurant, compliments of Bel Air Plantation. A beach party for all, starting around 7:00PM with a live band, is also scheduled.

On the Sunday the yachts will leave St. David's Harbour and sail back to St. George's. An awards ceremony and cocktail party will be held in the late afternoon followed by the closing party at Port Louis Marina.

West Indies Events is pleased to announce that several sponsors have confirmed their participation. Port Louis Grenada and Bel Air Plantation have signed on as Silver Sponsors. Additional sponsors include Shipwrights Ltd. and the Maritime School of the West Indies. Fred Thomas, well known in the Caribbean for creating several regattas over the years, is the owner of Shipwrights Ltd. and has partnered with West Indies Events in the development and operation of the Grenada Classic Regatta.

For more information visit www.ClassicRegatta.com.

28th St. Maarten Heineken Regatta

The St. Maarten Heineken Regatta 2008 takes place from March 6th through 9th. This is the largest regatta in the Caribbean.

The first race was in 1980 and 12 boats took part. The rise of the bareboat altered the Caribbean racing scene forever and the St. Maarten Heineken Regatta led the charge — but it wasn't without a fight. For the first few years, the cruising and racing classes looked down at the bareboats as a bit of a joke, until they began to realize that not only were the latest bareboats fast and highly competitive, they were sailed by top class sailors who, aboard their own boats and in their own countries, competed in some of the most prestigious and arduous races around. Record numbers of bareboats have entered the 2008 St. Maarten Heineken Regatta, with one travel agency in Holland sending more than 500 sailors to the event.

Last year, 165 boats forming 21 classes crossed the start line. In 2007, the regatta added an extra day of racing for spinnaker-class boats. Called the Budget Marine Cup, it now makes the St. Maarten Heineken Regatta a four-day event. As many as six Gunboat catamarans will inject a shot of adrenaline into the multihull division of the 2008 Heineken Regatta.

For more information visit www.heinekenregatta.com.

Puerto Rico's Culebra Regattas

Carol Bareuther reports: Hot racing, cool parties, and boatloads of island-style hospitality are what sailors will enjoy at the 3rd Annual Culebra Heineken International Regatta (CHIR) and Culebra International Dinghy Regatta (CIDR). New this year,

West Marine has signed on as series sponsor.

The CHIR marks the second leg of the Caribbean Ocean Racing Triangle, or CORT Series, which begins in February with the St. Croix International Regatta and concludes in April with the BVI Spring Regatta in Tortola.

Last year, 74 boats with homeports ranging from the Puerto Rican mainland and elsewhere in the Caribbean to as far away as New England and Germany competed, with 39 junior sailors racing in the dinghy event.



DEAN BARNES

Competitive start at the 2007 Culebra Heineken International Regatta

Set for March 14th to 16th, the 2008 edition will once again base out of the Costa Bonita Resort, where on-shore lodgings plus a regatta village with food booths staffed by local restaurateurs await. "Courses will be a mix of round-the-buoys and round-the-islands," says regatta director, Angel Ayala.

Classes of entry to the CHIR will include CSA Spinnaker Racing, CSA Spinnaker Racer-Cruiser, CSA J/24, IC24, CSA Performance Cruiser, CSA Jib & Main, Beach Cat and native-built Chalanos. "We would be happy to dual score IRC-rated yachts that request it, but they must also have a CSA rating," Ayala says.

Seven miles long by two miles wide — and located 17 miles east of the Puerto Rican mainland and 15 miles west of St. Thomas — Culebra is a sailor's dream. Only 2,000 people inhabit the island. There are no marinas, nor is there overnight anchoring allowed in several bays due to their protected wildlife refuge status. There also aren't any big chandleries, boatyards, or super-markets. Yet, it is the unspolled beauty, easy access via a short voyage from either Puerto Rico or the US Virgin Islands, and just enough creature comforts to keep boaters happy that makes Culebra an ideal cruising destination both before and after the regatta.

For more information visit www.culebrainternationalregatta.com.

Grenada's Round the Island Easter Race

This year will see the relaunching of the Grenada Round the Island Easter Race, with a new start and finish at Le Phare Bleu Marina and Resort, Petit

Caligny Bay, on the island's south coast.

The Round The Island Race has a long history, with the first race taking place in 1969. Over the years, interest grew, but the organization ran out of steam in 1991. In 2003, The Grenada South Coast Yacht Club was formed to breathe the new life into the event, which it has done with huge success for the last four years. Now it's time for a change again, with new organizers, a new location and an impressive venue for the associated festivities.

The organizers of the 2008 Round The Island Race will

be Swiss couple Jana Caniga and Dieter Burkhalter, who are the owners and managers of Le Phare Bleu Marina and, of course, enthusiastic sailors. The intention with this year's event is to go back to basics, concentrating on the Round the Island Race itself. The whole event will be a relaxed occasion, hopefully with just the right amount of competitive spirit to make the race attractive to sailors and spectators!

The event will be held over three days, commencing on Good Friday, March 21st with registration, a skippers' briefing and a Welcome Party. Saturday will see the main event, the Round The Island Easter Race, with activities for children taking place closer to shore while the serious sailors are racing. The race will be followed by the prizegiving, a barbecue and live music. Sunday will be the "wind-down" with a family-friendly Easter Brunch.

For more information visit www.aroundgrenada.com.

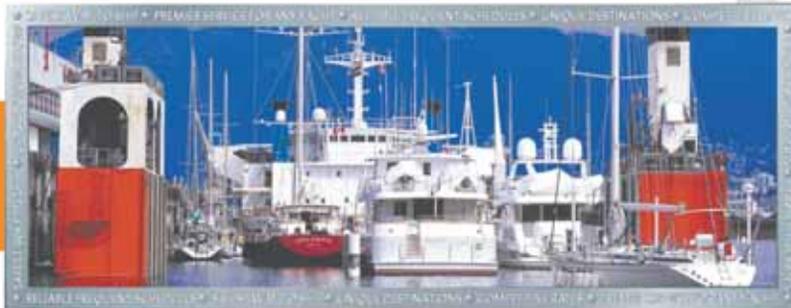
Bequia Easter Regatta — Great in 2008!

The Bequia Sailing Club, organizers of Bequia's ever-popular Easter Regatta, are looking forward to a bumper turnout for three days of racing, from March 20th to 24th, with the prospect of very strong J/24 and Racing Classes, great fun racing for cruisers and live-aboards in Cruising II Class, and thrilling action from the 30-plus local double-ender fleet.

For more information visit www.begos.com/easterregatta.

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Virgin Islands Unite for Race Week

Virgin Islands Race Week encompasses the International Rolex Regatta held in St. Thomas, US Virgin Islands, and the British Virgin Islands' Spring Regatta & Sailing Festival, hosted out of Tortola and Virgin Gorda. The International Rolex Regatta will be held March 28th to 30th. The BVI Spring Regatta & Sailing Festival kicks off March 31st and runs through April 6th.

For more information visit www.rolexcupregatta.com and www.bvispringregatta.org.

World's Best Youth Sailors to Curaçao this Year

In June, the North American Optimist Championships (OPTINAM) will take place in Curaçao from June 28th to July 6th. This is the most important sailing championship for children up to 15, after the Optimist World Championships. The OPTINAM used to be a championship only for North American countries.



However, over the past years South and Central American countries have also attended. Sailors from more than 25 countries will come to Curaçao, and the top three countries of the last World Championship — New Zealand, France and Italy — will also be invited to OPTINAM 2008.

The sailors and officials will be accommodated in three resorts at Jan Thiel Beach. Besides the 200 participants and 100 officials, 200 other spectators such as parents, press and Optimist sailing aficionados are expected to come to the island to witness "the North Americans".

Curaçao was chosen to host OPTINAM in 2008, over Bermuda and Canada. The event is organized under the auspices of the International Optimist Dinghy Association and the International Sailing Federation. Insurer ENNIA and banker Banco di Caribe are main sponsors of the OPTINAM and the Curaçao Youth Championships. Youth Sailing Netherlands Antilles, event manager Inga van Uchelen and a big group of volunteers make it possible for this unique event to take place on Curaçao.

For more information visit www.optinam2008.org.

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ARC 2007: CHALLENGES AND REWARDS

It's a well-worn old adage that "a smooth sea does not make a good sailor", so the more than a thousand yachtspeople from 28 nations who arrived in Rodney Bay, St. Lucia at the finish line of the 22nd Atlantic Rally for Cruisers (ARC) last month must now be even better sailors than before.

After the November 25th start, the early part of the crossing from the Canary Islands to St. Lucia offered some typical tradewind sailing. But for three days during the middle of the crossing, the core of the fleet sailed through an area of concentrated thunderstorm cells and squalls, with winds of over 40 knots pushing up big Atlantic waves. And as many yachts approached St. Lucia, another period of wet, squally weather, including feeder bands from the unseasonable Tropical Storm Olga, made the landfall and a snug berth in Rodney Bay Marina all the more welcome.

Although the majority of the 235-boat fleet made the 2,700-mile crossing in under three weeks and without undue drama, there were incidents.

Alla Byazina, crew on the Russian-chartered Croatian Volvo 60, *AAG Big One*, was evacuated onto the cargo ship *Goodrich Bay* on Day Four of the event, after being badly scalded in the galley during a gybe. Meanwhile, two other ARC yachts, *Tallulah* and *If Only*, were assisting with the rescue of West Africans who had been attempting to reach the Canary Islands illegally on an unseaworthy vessel.

On December 1st, Philip Wright's UK-based Swan 48, *GiGi*, picked up a Mayday call from the British Westerly Corsair *Barbary Duck* (not participating in the ARC), advising that the crew were in a liferaft only half a mile away. *Barbary Duck's* two crew were safely brought on board *GiGi*. The Westerly had suffered broken chain-plates and was in danger of dismasting. Without a functioning engine, the crew took the precaution of abandoning their yacht, which was left afloat with navigation lights burning. (Another yacht reported seeing *Barbary Duck* some time later, still under sail.)



On December 7th, skipper John Thompson, 54, from Northern Ireland, fell across the cockpit and struck his head on a genoa winch when his Oyster 41, *Avocet*, took a heavy roll while running downwind in boisterous conditions. The incident occurred 980 nautical miles east of St. Lucia and 1,090 nautical miles west of the Cape Verde Islands, well beyond the range of land-based assistance. Following contact with the Maritime Rescue Control Centre (MRCC) Falmouth,

UK, and MRCC Fort de France, Martinique, a rendezvous with the Italian cruise ship *Costa Mediterranea* was arranged, and at first light the following morning, John and his son Dan were transferred to the ship. Taken to the Queen Elizabeth Hospital in Barbados, John, an avid sailor and long-standing member of the Royal Ulster Yacht Club, died on December 13th. A trust has since been set up in his name to facilitate organ donation in Barbados.

The German Hallberg Rassy 42F, *Viva*, skippered by Petra Lehmkoester (right) arrives to a warm St. Lucian welcome

On December 8th, the Irish Bavaria 50 *Navillus* rescued three men from a non-ARC yacht. Former Royal Navy radio officer Peter Kyne, 48, of the Scilly Isles, was sailing the 31-foot catamaran *Spam* with his son Adam, 17, and Swedish crewmember Augustin, 33.

—Continued on next page

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He called for help after *Spam* lost its mast, was holed and started rapidly taking on water about 750 miles from the Caribbean. Coastguards contacted ARC race control who were able to broadcast to all their race yachts as well as making a distress relay broadcast into the area.

Navillus was only three or four miles away, but her mainsail was ripped and stuck in place in the in-mast furling system, which limited the boat's maneuverability in the Force 6 conditions. Nevertheless, the *Spam* crew safely transferred to *Navillus* via liferaft; the operation took about 20 minutes. The liferaft was slashed to sink it, and *Spam* is believed to have sunk.

Pete told *Compass* that *Navillus*'s skipper, Brian O'Sullivan, and his crew "treated us like family." He noted that, to his initial surprise, Brian put him and Adam on night watch right away. "It was stressful at first, having responsibility for a strange boat," Pete said, "but soon I realized that it was a wise decision on the captain's part."

This year's ARC fleet was, as usual, diverse. While the average boat length was 49 feet, the smallest was Henry Adams' 25-foot Folkboat, *Ariete*; the largest was Rui de Sousa of Portugal's Ed Dubois one-design, *Martiposa*, at 95 feet. The oldest boat, the 1889 British gaff cutter *Thalia*, shared the ARC 2007 experience with 35 new builds. Sobiastaw Zasada, age 77, aboard the Polish Lagoon 570 *Dada V*, was the oldest skipper; the youngest skipper was Benjamin McGill, age 19, on the British Oyster 56 *Cinderella III*; and the youngest participant (among the 28 children under age 16) was Jørgen Heli-Hansen, age 7 months, aboard the Norwegian Beneteau Oceanis 393 *Sol*.

The largest number of national entries (108) was from the United Kingdom, and, among makers, Beneteau had the largest number of yachts in the fleet at 44. There were 25 multihulls, with Lagoon having the most at 13.

Before the start in Las Palmas, a full program of workshops and seminars offering practical and informative advice for the Atlantic crossing included topics such as rigging, power management, provisioning, routing and weather. Scotsman Graham Roxburgh of the Hylas 46 *Solferino* told *Compass* that his main impression in Las Palmas was "the enormous energy of a thousand yachtsmen — the adrenaline was almost visible."

Graham first saw *Solferino* at the 1997 London Boat Show, bought her seven years later, and has sailed her out of Portugal since then. In preparation for the Atlantic crossing, which is notoriously hard on rudders, Graham reinforced the arrangement for the restraint at the head of his yacht's rudder post with

stainless plate. He also renewed much of *Solferino*'s running rigging with super-strong Dyneema.

Graham, who did the ARC with three friends as crew, described conditions as sometimes "quite tricky", with very high winds and crossing wave trains in the middle of their rhumb-line course. "Winds were quite vicious in squalls," he reports, "varying ten or fifteen degrees either way." The conditions "would find any weakness": a shackle at the masthead failed, the jib went in the water and got run over in 30 to 40

and also asked experienced friends to list their favorite spots. One friend, for example, listed the Tobago Cays, the Pitons, Roseau, the Saintes, St. Barts and Road Bay (Anguilla). Another mentioned St. Barts, the Saintes, Bequia, Guadeloupe, Grenada, the Tobago Cays, the Virgin Islands, French St. Martin, Montserrat, Martinique and Nevis. Graham says, "The lists will be sorted, and then destinations cherry-picked subject to wind and tide!"

Brian O'Sullivan of *Navillus* (Sullivan spelled back-



Mid-December's rainy weather saw the Rodney Bay docks blooming with yachts

knots. His crewmember Mac managed many onboard repairs and hand-steered for four hours when autopilot couldn't cope. After hearing of four other boats' broken booms, the *Solferino* crew rigged not one, not two, but three preventers, with rubber mooring-type snubbers incorporated to soften the shock loads.

They arrived December 12th: "What a welcome we've had from all the locals!" Among the services and shops available at Rodney Bay, Graham noted particular satisfaction with the well-stocked Island Water World chandlery, and repairs done at the Doyle sail loft — "all very impressive in one marina". His wife flew out to meet him and they stayed at the new Bay Gardens Beach Resort while partaking of all the post-arrival fun: "We like the social side of the ARC."

Like most ARC participants, Graham eagerly looks forward to sailing the Lesser Antilles. To plan his cruise, he referred to sources such as Jimmy Cornell

wards) is also looking forward to cruising the islands, but for him it's a question of when. Soon after arrival in St. Lucia, he had to get back to Ireland, where he has a boatbuilding company in Tralee. *Navillus* — the four-cabin version of the Bavaria 50 — has been put into charter service at the TMM charter base in St. Vincent. She had previously been in charter in Cork, but with Ireland's short sailing season she was idle part of the year. So others will now enjoy sailing her in the Grenadines until Brian can return.

A couple dozen other ARC participants won't have time to see much more of the Eastern Caribbean than St. Lucia, either — they'll be starting a circumnavigation there with World ARC on January 23rd.

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James Anderson of the British Contest 40 *Cleone* did the ARC in 2005, and will join other entrants in World ARC this month. But he decided it would be a shame to miss Barbados, which hosted the ARC finish from 1986 to '89, so he crossed the Atlantic independently this time and made his landfall there. In contrast to the hubbub in Rodney Bay, he found only half a dozen yachts in Carlisle Bay. "We had a great time," he told *Compass*, "there's lots to see and do, friendly people and a beautiful anchorage." He adds that the inner basin in Bridgetown would make an excellent yacht harbor.

James' 2005-2006 cruising season in the Windwards and Leewards, however, was typical of what many ARCers will experience this year, with highlights being Old Year's Night in Bequia ("fantastic party; we met friends and went from place to place along the waterfront. One of our sons came home late, the other at almost dawn!") and racing on a friend's boat in Antigua Sail Week. In 2006, *Cleone* returned eastward across the Atlantic with ARC Europe, which leaves annually in May from Jolly Harbour, Antigua.



Solferino's owner and his wife raise a glass to a successful ARC — three cheers for a good boat, a good crew, good preparations, and good fun at both ends!

Whether crews were winding down after their Atlantic crossing, gearing up for a circumnavigation, or slipping into island time for the foreseeable future, Rodney Bay was buzzing. Andrew Bishop, Managing Director of the ARC organizing body World Cruising Club, told *Compass*, "ARC 2007 participants have experienced a wide range of conditions and challenges during their Atlantic crossing and have arrived in St. Lucia in faster than usual overall times. All the boats are staying in St. Lucia longer than usual with the marina bursting at the seams, creating a fantastic atmosphere at the end of the event."

Martin Lucas of Island Global Yachting, which purchased Rodney Bay Marina last year, tells *Compass* that comprehensive rebuilding of the docks is planned, with the goal of being ready for the arrival of ARC 2008 in December. "Be patient — it's going to be worth it!"

Outside the marina, the whole area around Rodney Bay Lagoon was buzzing, too, as exemplified by Buzz restaurant's annual Monday night ARC cocktail party, a "seafood fiesta" at Spinnakers on Reduit Beach, the Fun Day dinghy races at St. Lucia Yacht Club, an ARC costume party on Pigeon Island, the marina manager's party, plus specially arranged shopping tours, lectures on local culture and Caribbean cruising, steelband entertainment and more, culminating in the gala ARC prizegiving ceremony. Stamina was required for more than the crossing!

This wasn't the easiest ARC ever, but perhaps that made the post-landfall activities in December 2007 especially exuberant. As Graham Roxburgh of *Solferino* summed it up: "Participants are enriched by the trip."

For more information: a list of event, port and corporate sponsors; and full results visit www.worldcruising.com/arc.



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The Search for Arnolf — Lost and Found

by John Burnie

Participants in the 2007 ARC are reminded that a number of vessels were abandoned during the Atlantic crossing last year. What is slightly surprising is that most of the abandoned vessels still made the crossing successfully — even though they had no crew on board.

I became involved in one particular abandoned vessel's plight, solely due to the fact that the underwriting agent of the abandoned yacht happened to be the same company that carries the cover on the sailing yacht that I share with my partner, Ann Louise.

The Bavaria 35 *Arnolf*, participating in the ARC 2006, lost its rudder on or about 10th December 2006 at a position approximately 19.42°N, 34.36°W. The owner believes he struck an underwater object. Having unsuccessfully tried to control the yacht without a rudder, the owner and the crew decided to abandon the vessel. They were rescued by another yacht participating in the event on the 11th December 2006.

The *Arnolf* was next seen soundly afloat by a ship on the 14th February 2007 and its position was reported at 18.25°N, 56.15°W, some 350 to 400 miles northeast of Guadeloupe. The vessel had in 64 days all but completed the remainder of the crossing without any sails or crew.

On the 19th February, I was in Antigua and, during a chance conversation with our insurance underwriters, they mentioned to me the case of the abandoned *Arnolf*. They asked me if I knew anyone who would be in a position to help them locate the drifting vessel. I naturally offered. I happened to know a very good Antiguan aviation company, Norman Aviation, and I suggested we could make a targeted air search out of Antigua. The insurance company were enthusiastic and so we put our minds as to where the vessel might turn up, bearing in mind the range of a limited aircraft search.



My partner, Ann Louise, gets ready to fly as the starboard-hand spotter

One of the great navigators on this planet is my friend Hugh Agnew (twice winner of the Sydney-Hobart Race on *Aera*), so I rang Hugh in the UK. I asked him to look at the facts we had and asked him to come up with some predictions as to where we should look for the drifting vessel. Hugh calculated from the information that we had this abbreviated plan:

Air search planning by HJA in London

- Feb 14 position (12Z) 18.25°N, 56.15°W
- Dec 11 position 19.42°N, 34.46°W
- Historic drift rate 1,221 nautical miles in 64 days at 102° magnetic
19.1 nautical miles per day
- Projected position based on historic rate 18°15N, 58°55W
- Projected position based on guess rate 17°23N, 59°24W
24 nautical miles per day
085° magnetic drift
- Centre of search area 150 miles from Antigua
- 5 hours search at 200 knots, so available search time 3.5 hours
Assume 1 nautical mile either side so 2 nautical mile swath
So 1,400 square nautical mile search area, 28 nautical miles x 50 nautical miles

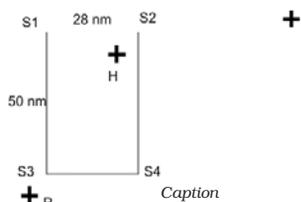
Hugh drew the schematic plan below (not to scale) of where we should search for the vessel bearing in mind the limits of the aircraft range ability (200 knots for 3.5 hours in the search area).

Hugh had to calculate all this from only two known positions of the yacht, one on 11th December 2006 and one on 14th February 2007 — with more than 1,200 miles and 64 days between! He created a grid in which we should look, with an estimated position of where the vessel might be. We decided we would start from a predicted position P and then enter the square at the bottom corner near S4 and fly grids, searching on either side of the aircraft with binoculars.

S1 18 25 N59 16W	Feb 14 POS A
S2 18 25 N58 45W	18 25 N56 15W
S3 17 36 N59 16W	
S4 17 36 N58 45W	

VCB to P 100j (m) 139nm
VCB to H 083j (m) 179nm
VCB to S3 094j (m) 148nm

Suggest start search N/S from
S4 to S2 at 2nm lane width



Caption

+
VC Bird airport
17 08 N61 48W

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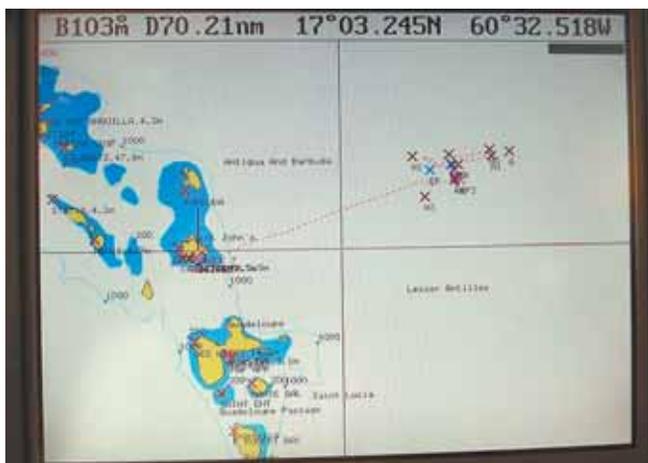
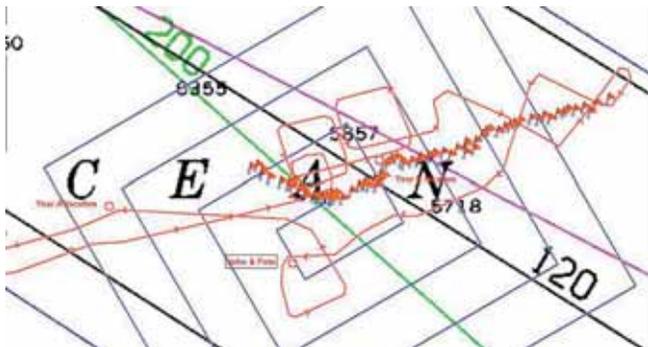
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Why did we not find the Arnolf?

This is something that will probably haunt me for a long time. The drift angle of the vessel from the last known position to Anguilla was again exactly 102 degrees magnetic and the drift rate close to 19 miles a day. This is in exact correlation with Hugh Agnew's original calculations. There was a short wind spike on the evening of the 22nd February, but not high enough to throw our calculations out far.

Below are two diagrams from Jonathan's ASBAR computer program predictions. The dots on the diagrams are (moving) predicted positions of where the yacht could be after the last known position. What I have subsequently realized is that, at exact-



ly the same time and place we were searching, there was an unusually strong clockwise spiralling of the current (see Diagram 2). There is a possibility that this abnormal north-flowing current took the yacht in a circle well to the north of where we were first searching. Unfortunately this data was not properly available until just after we abandoned the search on 24th. The yacht was there — and probably very close — we simply missed it.



After turning up off Anguilla, Arnolf was hoisted out at Marigot, St. Martin, essentially sound but for the missing rudder

Lessons Learnt

- Yachts clearly do not sink easily. Here is certain proof that a yacht is still your best life-raft.
 - Anyone crossing the Atlantic should consider how they would sail their vessel if they lost the rudder. Few modern yachts can be sailed easily without a rudder, especially down wind.
 - It might be advisable to check the strength of your rudder post – is it steel or another material? The *Arnolf* had alloy.
 - A small yacht is very hard to spot at sea level even in the flattest of conditions.
 - A sat phone is a marvellous device for communication while offshore.
 - Failure is more depressing when you are tired. It took me days to get over the disappointment of not finding the vessel.
- John Burnie cruises the Caribbean aboard S/Y Indaba.

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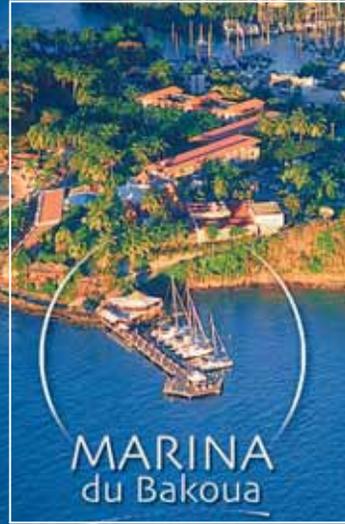


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So, the plan was set and we flew out of Antigua on the sea-grid search flight with Norman Aviation on the morning of 20th February 2007. Ann Louise was press-ganged into being the starboard-hand spotter.

Some will say we were lucky (and we were, because the sea was like glass on this day) but I still take off my hat to Hugh Agnew, navigator extraordinaire. On our first run up the search grid, flying at 1,000 feet, Ann Louise spotted a yacht soundly afloat on the starboard side of the aircraft some 15 miles south of the predicted position. Closer circling at lower altitudes proved the vessel she had spotted was indeed the *Arnolf*, now at position 17.50°N, 50.04°W. After a few low passes we returned to Antigua.

I reported to the underwriters in Europe that we had located the yacht some 280 miles northeast of Antigua and that the present drift direction would eventually take the yacht north of Barbuda.

Their next proposal took me slightly unawares: would I be prepared to put to sea and tow the vessel back to port? This was quite an undertaking; we mulled over the logistics of any such rescue attempt.

After some discussion, Ann Louise and I decided that we had a reasonably good chance of success. Firstly, we have an early Najad 16.50m sailing yacht that has two 80-horsepower engines, unusually powerful motoring muscle for a sailing yacht of her size. (We also have two very strong stern Sampson posts for towing.) Secondly, we had a really good fix on where the vessel was. Thirdly, the weather was as calm as I had ever seen it in the Caribbean. We rushed to prepare, bearing in mind we would have to tow a highly unstable vessel over a distance of some 200 miles. I engaged two extra crew to help: one a highly experienced captain, the other a strong young deck-hand. The insurers also agreed to indemnify us in case of any accidents.

We put to sea late afternoon on 22nd February. En route I got down to some serious planning on the sat phone with Hugh Agnew in London, trying to decide our best approach to any new predicted position of the vessel. Correlating all the information we had, we reckoned we had a very good chance of intercepting the vessel on an accurately predicted drift line. Strange as it may seem, vessels adrift are far more influenced in their direction by current than they are by any wind.



Arnolf is spotted from the air on 20th February, 2007, some 280 miles northeast of Antigua

We reached our predicted position at 1400 hours on 23rd February and found — nothing. We were not at that point particularly surprised at not finding the vessel: spotting a small yacht at sea level is not as easy as from 1,000 feet. We continued a very slow search with radar right through the night, sectioning the drift line that we expected the *Arnolf* to follow. The radar on our yacht is excellent and I had no doubt we would eventually spot the vessel.

The next day came and went. The sea was like a millpond and from the second spreaders we could see a considerable distance. With Hugh's help in London we criss-crossed the drift line on every permutation we could think of, but no vessel was to be seen. We later raised a very large passing container ship on the VHF. On their very sophisticated radar they could see no other vessels in a 25-mile radius either. Where on earth was the *Arnolf*? Could she have possibly sunk?

I contacted the underwriters and explained our predicament. They felt we were so close to finding the vessel they immediately sanctioned a second overflight by Norman Aviation to try to guide us from the air before it got dark again. It was really quite moving, making rendezvous with a light aircraft so far out to sea and under such circumstances.

The aircraft made a full search for over one hour. As dark approached we felt slightly depressed that despite all our effort, including the over-flight, we still had no sign of the vessel. We searched again all night by radar and awoke to another beautiful calm day on 24th.

At this point the underwriters made a bold decision and instructed a second but better arranged over-flight by the aircraft. This time we engaged the services of Jonathan Cainer, who runs the splendid ABSAR rescue operations in Antigua. At this particular moment Jonathan was monitoring the arrival in Antigua of a transatlantic rowing race. In conjunction with the US Coast Guard, Jonathan runs a highly sophisticated computer program on tidal, current and drift patterns — the program makes highly exact drift predictions in the waters surrounding the Leeward Islands. Jonathan was right up to speed on the present current/drift predictions surrounding Antigua.

Jonathan kindly liaised with Hugh in London and we entered all the data we had on the *Arnolf*'s positions. The computer data output concurred closely with our estimates of where the vessel should be. Jonathan then kindly flew on the second over-flight with his wife as spotter and made a full search from the air for a second time. Nothing. We felt really depressed and feared that the *Arnolf* really must have suddenly sunk!

We had to see some sense in this after all the effort and time spent, so at 1700 hours on the 24th we called off the search and made our way back to Antigua empty-handed.

The Aftermath

The *Arnolf* arrived off Anguilla at the beginning of March 2007, and was salvaged and towed into Road Bay by fishermen assisted by the Marine Division of the Anguillian Police Force. At almost exactly the same time another abandoned vessel, *Stella di Mare* (which was not in the ARC) arrived in Anguilla as well. This Grand Soleil 39 had also lost its rudder, off the Cape Verde Islands, and she crossed the Atlantic in about the same time frame.

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ARCers 2006 One Year On!

by Phil Chapman



Well done, the ARC 2007 boats and crew! By now some will have moved on from St. Lucia, some will have returned to their home countries. There are those that have made some serious cruising plans and crossing the Atlantic to St. Lucia is just the beginning of their adventure.

The ARC is something that is scoffed at by some of the more shall we say professional or long-term sailors. I heard many say, "I wouldn't want to cross an ocean with a bunch of amateurs", or "It's all very well, but I prefer to cross when I want to, not when some organizer, who is not making the trip, tells me to". Well, there is some truth in all of this — I speak from experience, or lack of, one might say!

You see, many *are* inexperienced: some only cross as crew to fly back, purely for the buzz. Others plan a year out, and a few, like us, plan to make this their new life, a cruising life for the next few years at least. With regard to leaving when you want because of bad weather, it's not obligatory to actually leave on the official start date. If you would prefer to leave later, the ARC people suggest you cross the starting line with the rest of the fleet and then return to Las Palmas and wait for your window.

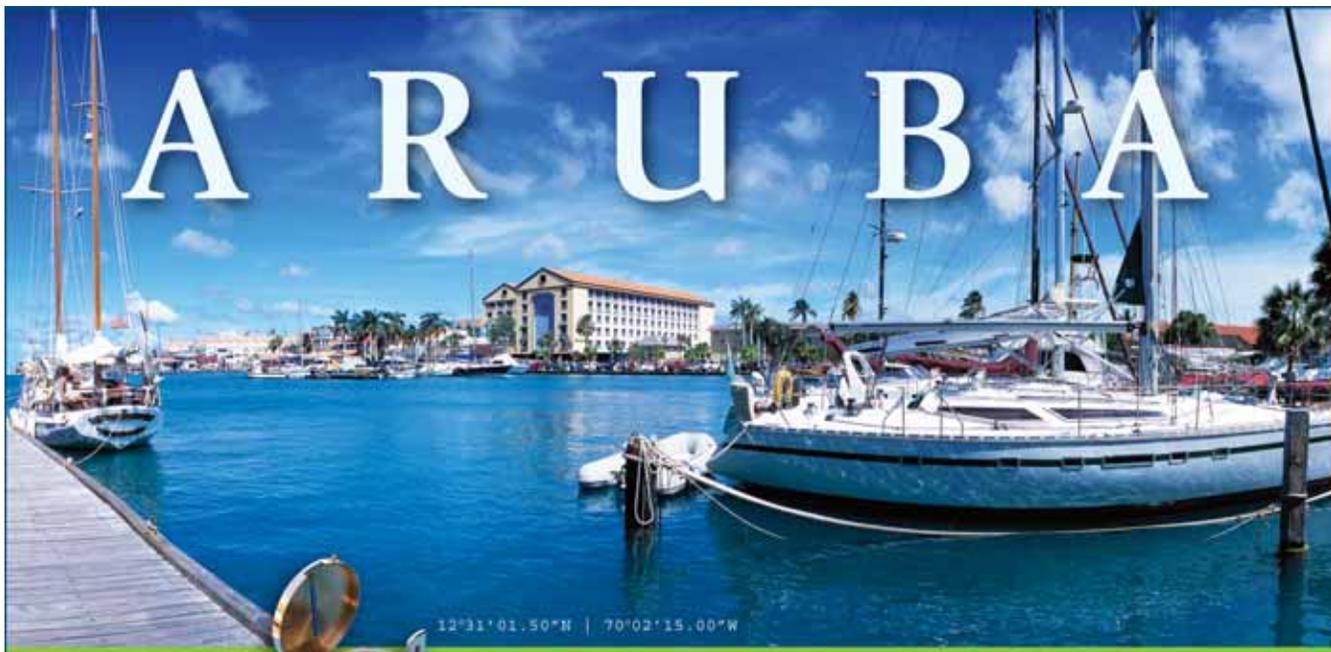
Nevertheless crossing an ocean, especially single- or double-handed, is something to be proud of. After all, how many people do this? Some friends of mine explained it this way: "When 200 ARC boats leave Las Palmas with an average of five crew per boat, totaling 1,000 people, and maybe another 1,000 crew leave before or after the ARC boats, that totals 2,000 people making the crossing. Over a period of ten years, that amounts to 20,000 people who have sailed across the Atlantic in small boats. That's less than an average Saturday afternoon's crowd at Manchester United's football ground!"

Yvonne and I crossed the Atlantic with the ARC 2006 aboard our Hunter 44DS, *Chaser II*, as relatively novice sailors, which is precisely why we came with an organized group, hoping to have some back-up if things went bad. We weren't so naive as to think we would all be traveling in convoy; in fact, I believe we only saw two other boats during the trip, apart from when we diverted to answer a Mayday.

I can briefly tell some of our experiences, having left our home country Spain in August 2006. After winding up our business, we decided to take off and cruise the Mediterranean. We bought all the charts ...
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Above left: Phil and Yvonne celebrating, halfway across the Atlantic

Above: In December 2006, the ARC fleet packed the Rodney Bay docks as tightly as ever



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...and pilot books prior to going to the London Boat Show early in the year. For some reason, on the ARC stand we signed up for crossing the Atlantic! So, before leaving Spain, our plans changed 180 degrees, something we were to become accustomed to during the coming year.

I must say in retrospect the ARC was extremely good value for money. Leaving aside partying and social gatherings, one gets free or discounted berths at many marinas en route and in Las Palmas and St. Lucia, as well as seminars in lifeboat drill, helicopter rescue, flare firing, weather advice and daily weather reports. But it's the social thing, the camaraderie, the friendships that develop that makes this event so special. No price can be put on that.

Las Palmas is a great city, and when we arrived the marina was slowly coming to life with the arrival of our fellow ARC boats and others preparing to cross the Atlantic. It is important to get to Las Palmas early: there is always something you'll need to do or order, the chandlers are snowed under with people, and apart from that it's good to relax and meet the other crews, many of whom we've since met up with, or we've stayed in touch by e-mail.

The start day is a memory we shall cherish forever. It was very emotional saying good-bye to our daughter, who came to see us off. Saying "See you in a few weeks" to our new friends (or should we say competitors?) and waving to the thousands of local people who came out to see us all leave. Of course, for the majority of the boats it is not considered a race. We, like many, and especially being double-handers, were only concerned with getting to the other side safely and without any damage.

The crossing in 2006 was one of the fastest crossings for the majority of the boats; the winds were stronger than in most years previous, and this did take its toll. Two ARC boats were lost (crews rescued by other ARC boats) and a couple were dismantled, there were broken booms and a couple of yachts lost their rudders.

We ourselves heard a Mayday, from a double-handed non-ARC vessel, on our SSB receiver — a man was lost overboard. We plotted its position and guessed that we were one of the nearest ARC boats. The ARC office e-mails a daily report of all participants' positions, and according to that report we calculated that about 20 miles away was another ARC boat, *Macnoon*, with an SSB transceiver. We altered course to the distress and made contact by VHF to *Macnoon*, who'd not heard the Mayday, but immediately called for a response and altered course. Having made contact with the vessel in distress, *Macnoon* tried to contact by

SSB the MRCC in Fort de France. It was apparently difficult to make contact, so we telephoned the MRCC in Falmouth who in turn contacted the British warship *HMS Lancaster* that was on exercises in the area. The skipper of the vessel in distress, due to good sea-



Chaser II crosses the ARC 2006 finish line — to begin new adventures in the Caribbean

manship, managed to find his lost crewmember after four hours in the water. The victim needed urgent medication, but he was so lucky — it was midnight on a moonless night. *Macnoon* relayed medical help from a doctor aboard another ARC boat 200 miles away, and we both stood by until morning, together with two other sailboats, until the warship arrived.

The rest of our trip remained uneventful. We had some strong winds made worse by a confused sea, which I can tell you made it very difficult to balance our little camera while it was on self timer, grab a glass of champagne, run round the other side of the cockpit in a harness in order to get a photo of the two of us celebrating halfway! Nevertheless *Chaser II* made maximum boat speed during most of the daylight hours. Every night we reefed our Twizzle Rig while one of us was alone on night watch.

They say that whenever two sailboats are together there is a race. We, of course, had no interest in racing but, as we got closer to St. Lucia, we started looking at the position reports a little closer. We realized we were actually doing quite well, so instead of wishing for a little less wind, as we had done the previous fortnight, we were looking for a little more.

After 18 days and just over 2,700 miles, we arrived in St. Lucia, being, I believe, the second double-handed boat to arrive. Just before midnight, as we approached the finish line, our friends Chris and Tony aboard *Waylander* called us on the VHF telling us to hurry up because they wanted to go to bed. We told them we're not into that sort of thing but we'd like to join them for a rum punch! Yvonne and I were tired but the adrenaline gave us a sense of humour. We had a great reception by the ARC committee and by our friends who arrived before us. I'm sure this year will be no exception and the majority of crew will have an equally enjoyable reception. *Chaser II* made the trip very comfortably, probably more than we did; we never took any water into the cockpit or had any misgivings about her design or capabilities.

Would we do it again with the ARC? Going east to west, most definitely!

Now, one year on, Yvonne and I are a little more experienced. We have crossed an ocean, but our learning curve is only just beginning. During these past year, we have spent nine months on anchor, in deep water and shallow, in calms and gales. We've learnt more about the weather, our boat systems, repairing sails, how to get WiFi (a modern sailor's vice), even how to write magazine articles (albeit badly) — and the more we learn from our experience, the more we realize how much more there is to learn.

I'm sure during these next months we'll hear stories from the new arrivals in St. Lucia, their plans for the future, and, if they stay in the Caribbean, we'll hope to meet some of them on our travels.

As for *Chaser II*, we seem to be going places some want to avoid. We are currently in Venezuela; there is so much to see; it's absolutely beautiful and a place not to miss. Trinidad, too, was great and we will return sometime. The island chain was enjoyable; it was all new to us, so we spent a lot of time there — maybe too much, because the best was yet to arrive.

Our plans, therefore, have changed considerably. Originally we had planned to return to Spain in May 2008, but now our plan is to cross the Caribbean in February 2008 to meet our dear ARC friends aboard *Waylander* in the Dominican Republic, then together we'll travel west to tour Cuba before returning to Venezuela in June to continue our exploration of this country.

After that, who knows? There is so much to see — Colombia, Panama, San Blas, Belize and of course our return to Trinidad. I'm sure we'll be in the Caribbean for the arrival of ARC 2008 and probably 2009 and, if we stay fit, young and beautiful, 2010.

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Tobago Cays Making a Comeback

I spent a couple of days in the Tobago Cays Marine Park in early December. This was the first time I had visited since the park became active about a year ago.

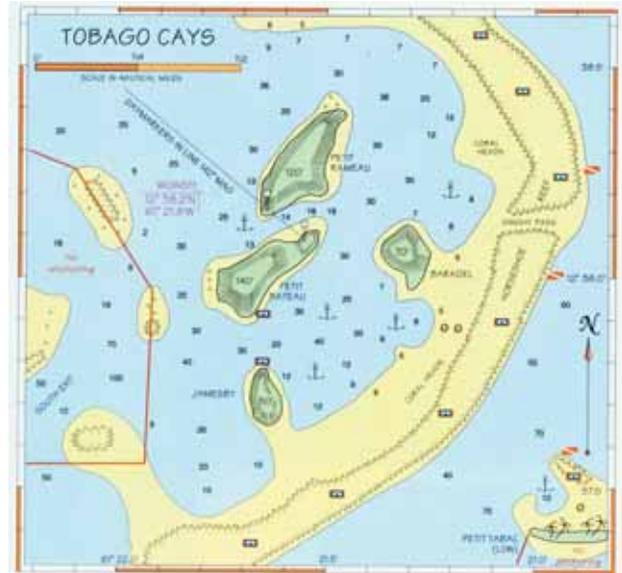
Before then, as regular readers of *Compass* will be aware, there had been a lot of controversy about how the park should be run and who should manage it. At one time, the government of St. Vincent & the Grenadines (SVG) planned to hand the park's operation over to Palm Island Resorts Ltd, a hotel-management company run by US-born Robert A. Barrett. One line of logic for doing so, which I heard at the time, was that Vincentians would lack the skills and abilities to run their national park themselves. Happily, popular opposition to Barrett's for-profit management proposal led to its collapse. Subsequently, many of us feared that, after the strongly pro-Barrett position taken by SVG's Prime Minister, Dr. the Right Honorable Ralph Gonsalves, the administration might not be able to switch gears and put in a capable team of locals to do the job. I am happy to say that, at this point, such thoughts seem to have been totally unfounded.

The progress the Tobago Cays Marine Park has made in a year is significant; the government headed by Prime Minister Gonsalves is to be congratulated for putting in a good management team. The board of directors; the park manager, Vibert Dublin; and the rangers are making an excellent start, and showing that SVG's only national marine park can be — and should be — locally run. The current management plan, developed with local consultation, is conservation-based, not profit-oriented. The EC\$10 per person, per day, park entry fee is intended to maintain and protect the park.

The island of Baradel has been returned to its pristine state. All litter and charcoal remnants, once the dominant features of the beach, are gone. The vegetation has made an excellent comeback against the previous depredations of the goats.

I went out to Petit Tabac for the first time in years and found it also in a pristine condition. I did not visit Petit Rameau and Jamesby, but feel confident they are the same. Petit Bateau is the only island where barbecues and T-shirt sales are now allowed. It is clean and well cared for. A toilet, which is essential for day-tourists, has been installed in a completely hidden and secluded area, which is exactly as it should be.

A series of small buoys now mark the sea turtles' feeding area in front of Baradel. These buoys prevent boats from anchoring between them and the shore, and help protect swimmers as well as the turtles. The buoys are a huge success; nearly everyone that snorkels here manages to swim with some turtles. (I think a useful addition to this would be two or three dinghy moorings close together, right outside the entrance to this area, so that people wanting to snorkel do not have to take their dinghy inside the buoyed area at all.)

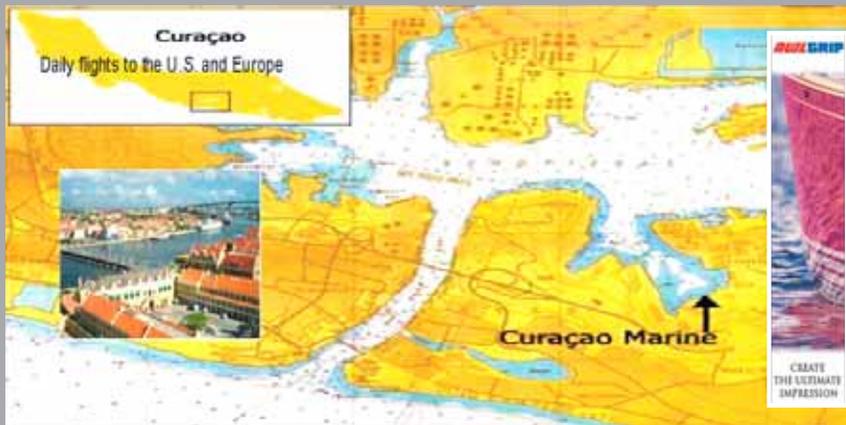


These tiny, uninhabited islets in the Grenadines, and the reefs and waters surrounding them, are slowly but surely becoming a well-protected area

By and large the vendors are driving their boats carefully and within the five-knot speed limit. There is more of a problem with yacht tenders. During my recent visit, while the majority drove slowly, a few zoomed out to the reef at full speed, and one yachtsman was water-skiing through the anchorage on both the Saturday and Sunday afternoons (no rangers were around at this time).

—Continued on next page

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—Continued from previous page

Part of the problem here is that, at the moment, the users have little or no idea what is expected of them. I have no doubt this water-skier thought what he was doing was okay. The park clearly needs a leaflet, given out when you pay your fees, that informs visitors of the park regulations — including the speed limit. I understand that the park used to have such brochures but has now run out of them. In the meantime, in the spirit of trying to help, I have included some park regulations and expected behavior in a sidebar.



CHRIS DOVIE

Always stunning from the air, the Tobago Cays are trying to regain their pristine state at sea level and below

The small-boat passage in the reef has been well buoyed. More dinghy-mooring buoys are needed on the outer reef, and I understand these are coming soon. The reef, which has suffered considerable hurricane damage, still has lots of fish, and the hard corals are beginning to make a comeback. I saw a lot of white sea urchins; these, along with the reef fish, will help keep the algae growth down and allow the reef to recover.

As a photographer and hiker, I love to be able to walk to a good viewpoint where I can see the islands and yachts below. There are two good trails I know of in the Cays. One used to lead to the high point on Petit Bateau, but now only goes as far as a rock about halfway up. The other leads to a viewpoint on Jamesby. I think it would

be excellent if these, and maybe one or two other footpaths, were maintained by the park rangers in an ecologically friendly manner. It would enhance the experience of the park users and all those photographs taken from on high would do much to publicize the park.

The Tobago Cays were perhaps in their most perfect natural state before the early 1970s when they were barely visited. On this last visit I saw them closer to this original state than they have been for very many years. I would like to say "thank you" to the Tobago Cays Marine Park team for helping achieve this; also to the vendors who are clearly cooperating and keeping the park attractive.

The Tobago Cays do not need "improving", only a gentle managing hand. This is exactly what is happening now. I hope the management team will keep this in mind and consult with users before making any drastic changes, such as laying down a large number of yacht moorings, which could potentially harm the appearance of the area's natural beauty.

TCMP Regulations and Etiquette

Please enjoy this magnificent park and help others to do so by obeying regulations and being considerate.

- There is a five-knot speed limit in the park. This applies to all vessels, dinghies, water taxis and sailing boats. Please obey it and keep a good look out for swimmers. People swim throughout the area — among the anchored yachts, from yachts to the reef and to the islands. The speed limit precludes water-skiing and many water sports. (The use of jet-skis is illegal in all of St. Vincent & the Grenadines.)

- Please enjoy snorkeling and looking at the fish and turtles. They are here because this is a conservation area and no fishing is allowed. You may not collect or harm any kind of sea-creature including the corals. Do not take souvenirs in any form including shells and rocks. Take only pictures.

- A turtle-watching area has been established around the beach at Baradel. It is marked by a series of linked buoys. If you wish to snorkel in this area, either anchor your dinghy outside the buoys or take it directly (and very slowly) in to the beach and pull it up on the sand. No anchoring or drifting with your dinghy is allowed in this area. Do not run your dinghy through this area except to go to and from the beach.

- No fires may be made on the beaches. The vegetation ashore is part of the park and should be left alone.

- Do not discharge any oil, chemicals or other waste into the water. Do not pump your bilges in the park. Avoid using bleach and strong cleaners that get flushed overboard in park waters.

- Those wishing to scuba dive in the park must only do so with a local dive shop.

- Be considerate. Some people get so excited at the beauty of the Tobago Cays, they think the way to complete the experience is to play their favorite music at top volume for the whole anchorage to hear. Cathartic as this might be for them, it may not be what others want. Keep any noise you make on your boat from music, generators and windmills low enough so it does not annoy your neighbors.

For more information on the Tobago Cays Marine Park contact tmp191@hotmail.com.



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Relaxing in St. Lucia

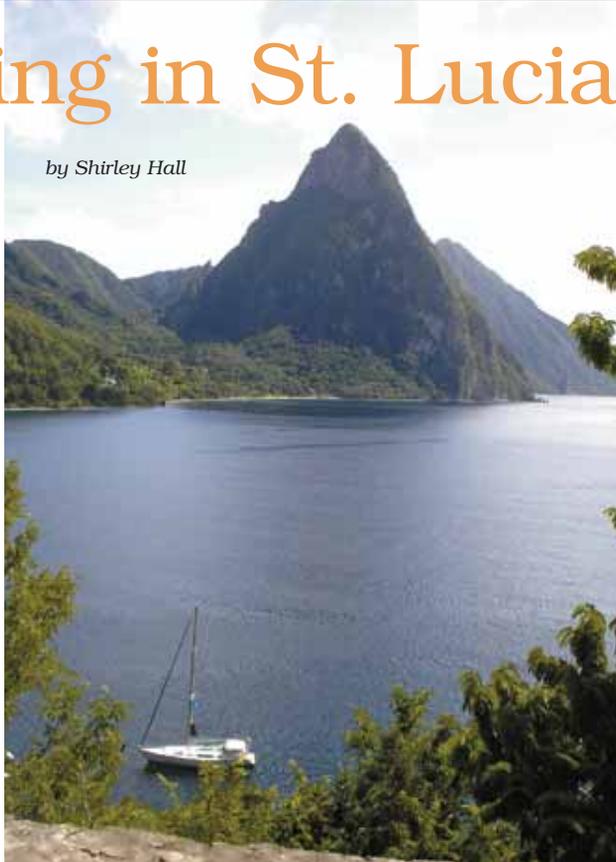
by Shirley Hall

A return to St. Lucia had been on our agenda for months after almost a decade of cruising south of 12 degrees north. After anchorage in bustling Chaguaramas, Trinidad, my husband and I decided that St. Lucia would be a great place to relax and be a tourist again. Early November was chosen as a good time as the Atlantic crossers and other cruisers had yet to appear in great numbers. Most of the storms should have passed, but the island would be green from rains.

St. Lucia is a somewhat odd island. It has some nice beaches, yet a couple of steep peaks are its Caribbean identity. The Pitons are supremely photogenic but virtually unclimbable for the average person. St. Lucia does, however, brag about a "drive through" volcano. Been there, done that. Not overly impressed. I had expected to drive my rental car close along the rim of a crater of glowing lava. Instead I got some mud and the smell of sulfur. Good thing someone mentioned it was the volcano!

Rodney Bay now has a full-scale hotel on Pigeon Point where a decade ago Lucian drivers came to chill, listening to country and western music. On the water were fewer than 20 other yachts, very spread out. The haul-out at Gros Islet looked busy from our dink (I desperately try to stay away from boatyards). The docks at the Rodney Bay Marina were sparingly occupied and had visibly changed little since our last visit. The Bread Basket Restaurant/Bakery is larger, and their coffee and pastries are still excellent. The parking and pick-up area was as hectic as ever, as everyone seemed in training for the start of the season when the ARC arrives.

The downside was that four cruise ships were in Castries the day we went to the city, and an average of two were due every day. Castries, like so many tourist-



A one-day auto tour was within our cruising budget and captured all the highlights

oriented Caribbean towns, has traffic that doesn't flow due to congested streets, twists and turns. I had forgotten that the impact of taxi vans and cruise ship passengers can take some of the thrill out of the Caribbean.

The great upside is that almost every road throughout St. Lucia has been very recently paved. Those roads are the real key to revealing the beauty of St. Lucia.

Always on a budget, our last one-day tour of St. Lucia had been almost eight years ago. This time the rental car was better, bringing us to the beautiful-never, barely changed Dennery scenic overlook on the

windward coast. (What happened to the banana ketchup?) Farther along a sparsely populated south-east coast, a massive hotel and golf course are being constructed. The impressive view from the top of the town of Vieux Fort affords a 360-degree look at some of the most beautiful undeveloped Caribbean. Since we were last there, a Kentucky Fried had appeared. The isolated international airport near Vieux Fort hasn't caused any big development explosions, except now the town has a good-looking, functioning, well-protected port. We had a great lunch of tasty grilled mahi mahi at a family-owned hotel nearby.

The goal of our visit to St. Lucia was to relax, and my first desire was to settle into a hot natural bath at the Soufriere Botanical Garden, worth ten times the price. Fantastic, nothing had changed. We dodged the eager crowd of cruise-shippers and splurged for the private bath. The entire botanical garden is absolutely stunning, the waterfalls are exquisite, and the private bath has an antique character. You get the key from Miss Bess and fill it to your chosen temperature — the sulfuriferous water is hot, really hot. The story is that the king of France paid to develop this volcano-heated mineral spring as a spa for his soldiers. He did right. We oohed and aahhed while soothing old boat bites. The time limit must be relative to how many people desire the private bath: we had time to casually enjoy some libations and fruit.

Totally refreshed and revitalized, we headed on to enjoy more spectacular views and the beginning of the afternoon effect of desiring a cocktail in a scenic location like Anse Chastenet, just north of Soufriere. (Of all the wonders of St. Lucia, why not fix that horrible road?) The restaurant and beach bar hadn't changed, except for the better. The rum punches and aromas rising from the grill are true art forms. Another "must see" above the parking lot is one of the wonders of modern architecture; a huge, out of place, six-level monstrosity seemingly ready for alien flying saucers.

On to the *coup de grace*, enjoying a sundowner at the Dasheen Restaurant. I remembered the glistening swimming pool beside the intricately carved bar. All aspects of the Dasheen are now slightly bigger and better. Dasheen has "the" island view of the Pitons. This vista is best in the morning before the sun gets high, or as it sets, hoping for the green flash; in the afternoon the Pitons are obscured by a silver glare.

At lovely Marigot Bay, Caribbean-style (or something closely resembling it) palatial condos with personal hot tubs and stunning swimming pools now line the bay's southern hillside. I never thought I'd see a megayacht tied up stern-to at the gorgeous stone Hurricane Hole Bar. The Moorings weren't bad enough; now cruisers are discouraged from entering the "keyhole" or inner bay. The memorably accommodating Customs and Immigration office is no longer "quaint". Tourism has many edges: scenic St. Lucia still has the true, friendly Caribbean product but investment, development and much-needed jobs is what it is all about. We found the changes shocking and drastic at Marigot Bay, but it could be worse.

Relaxed after our day ashore, we went back to the boat in breezy Rodney Bay.

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ALL ASHORE...

COASTAL HIKING

by Jo-Anne Nina Sewlal



At first glance you might be thinking, "Coastal hiking — what a concept!" But, whether you are sailing between the islands or just taking a boat around the coast to fish or down to one of the offshore islands to lime (Trinidad & Tobago slang for "hanging out"), it is a way of getting close to nature. So why hike if you took to the waters to get away from the land? This is why I came up with the concept of coastal hiking, as you do not have to venture very far inland since the coast provides many opportunities to hike, so you get to enjoy the best of both worlds.

Many islands have trails that take you along the coast, and some coastlines are so flat that you don't need a trail. One such island that I have visited is Nevis, where the area along Indian Walk takes you to the ruins of various sugar plantation stone structures such as windmill bases, a great house, a refinery and a lime kiln. And as you walk along the coast you see the ocean on one side and Nevis Peak in the distance. On this walk you are not alone as there are lots of feral sheep, goats and donkeys. Despite the fact that they are feral, they rarely pose a threat and will often run at the sight of you.

As you move inland you see distinct changes in the vegetation. Along the coast there is short, gnarly vegetation shaped by the wind action. These plants have tough succulent leaves that can withstand the sea spray. This gives way to grassland which is dotted with shrubs, and this leads to thicker vegetation. However, if you do venture inland from this route, as you get to the grassy area you come across a network of trails. But you must exercise caution as some of these were made by these feral animals and if you follow them you might get lost or end up in unusual places like under bushes, which is where these animals go to get shade from the hot sun.

However, this series of vegetation types is not typical of all islands. Bear in mind that the conditions and vegetation along the coast of one side of an island are not necessarily constant all the way round. Varying currents along different parts of the coast produce rocky beaches or beaches with lots of sand. Then, all sandy beaches do not have white sand; some, such as Pinney's Beach in Nevis, are black.

When it comes to vegetation, variation is also seen: coasts with gentle breezes have larger vegetation including seagrass and sea almond trees, while others with heavy winds tend to have short, twisted vegetation. An example of this is on Anguilla, where Windward Point is much drier, so as you move from the shore you meet a small strip of windswept vegetation and then patches of Turk's Cap cacti. Some of the islets lying off the larger islands in the Caribbean are so tiny that there is even less variety in vegetation. Anguilla again presents itself as an example; one of its offshore islands is Prickly Pear Island, so called because of the abundance of this cactus there.

Of course when you think of hiking, you think of barreling your way through vegetation, but with coastal hiking the vegetation is sometimes so dense that you end up going around it rather than through.

Coastal hiking is not without its dangers. Most of the coastal areas in the islands have the manchineel tree. The sap from this tree is very caustic and is said to strip the paint off a car. When it rains, the water that drips from the leaves is a dilute solution of this caustic sap. So if you were to use it as shelter, your skin would get very irritated and probably blister. This diluted sap has been known to cause temporary blindness. This tree can be identified by its leaves, where a tiny dot (actually a gland) is present at the junction where the stem started from the base of the leaf. **DO NOT EAT THE SMALL, GREEN APPLE-LIKE FRUITS OF THIS TREE.**

There is not much gear involved in coastal hiking, beyond light cool clothes, sneakers or boots (cactus spines can easily penetrate flip-flops), a hat and sun-screen. But, as with hiking farther inland, it is a good practice to walk with a few first-aid supplies, such as bandages, insect repellent to prevent bites (mostly from mosquitoes and sandflies), and an antihistamine cream in the event you do get bitten or scratched. Also, we all think of hiking as a means of getting close to nature and away from society and technology. But you should walk with a cell phone or hand-held VHF, so you can contact help in case you get into difficulty. You may also want to carry a camera to capture the memories.

Islands have no shortage of coastline and in turn no shortage of coastal hiking opportunities. But no island is ever the same and every hiking experience is unique.

Above: St. Kitts' southeast peninsula. The allure of hiking along the Caribbean coastline speaks for itself

Below: Sun-, wind- and salt-tolerant vegetation, such as the Turk's Cap cacti in Anguilla, are tough and prickly, so wear stout shoes. Also drought-tolerant, they serve to remind hikers to carry plenty of drinking water!















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with a little creative
help. The rudder is
back in place, and we
stopped the slop!*

by Betty Fries

Never in my wildest imaginings would I have believed that a quart bottle of acetone, a hunk of foam rubber, and a plastic mailing tube for charts would be the major technological tools for taking the slop out of our rudder sleeve, but that's exactly what happened in the boatyard this year. Let me explain.

Our 1989 Catalina 42, *Forever Young*, had an irregularly worn rudder sleeve — enough so that with each strong wave running under the boat there was a distinct thump. Very disturbing.

Catalinas are built with an entirely fiberglass rudder sleeve with the packing flange at the top of the sleeve. The rudder shaft hangs from an axle that pivots on two wheels in its house just under the sole behind the steering pedestal. The manufacturer faxed us diagrams of the two methods they recommended for fixing this type of problem. The first was to slide thin sheets of mylar into the sleeve around the shaft until the slop was sufficiently reduced. This didn't seem very permanent to us, so we opted for the second method which was to pour epoxy down the sleeve around the shaft and fill in the extra space.

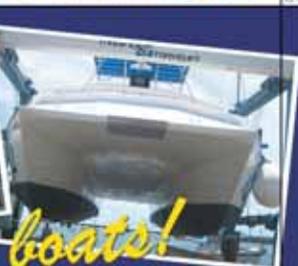
First, the rudder was dropped and the shaft was washed again and again with an acid solution, then wet sanded with a 200-grit sandpaper to remove all biological matter and bits of fiberglass. Pitting was smoothed by filling with epoxy and microfining. The shaft was then given three coats of maximum quick-release mold wax so the epoxy would not bond with the shaft and freeze it in the sleeve!

The rudder was put back into the boat and aligned in the proper position. Inside the bilge, the packing flange at the top of the sleeve did not allow enough room for the epoxy so three holes were drilled through the sides of the sleeve. Putty was used at the base of the sleeve to keep the epoxy from running out. A collar of stiff paper and tape was constructed at the base of the holes to act as a funnel. It took about three hours to coax the epoxy through the holes; not a fun time for the person crouched down in the bilge beside the sleeve.

—Continued on next page



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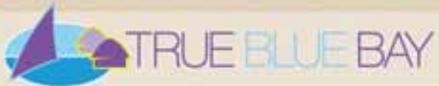
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—Continued from previous page

Then we waited for the epoxy to set, but something wasn't right. As we watched, the West System 309 epoxy mixture continued to run out of the bottom of the rudder sleeve — it wouldn't harden. As happy hour approached, we decided to drop the rudder and try again the next day with a 306 mix.

After morning coffee and crosswords, we started in again. The rudder shaft was thoroughly cleaned and re-waxed. The sleeve was sanded with 60-grit sandpaper wrapped around a broom handle and washed with acetone. The rudder was inserted and the process repeated. This time the epoxy hardened. The rudder was broken free and exercised back and forth while a solution of dish soap was poured from the top to act as a lubricant. Back and forth, back and forth — for hours, but the action was much too tight. It was so tight that it's doubtful I would be able to steer the boat for a three-hour watch, and Freeman the autopilot would burn itself out right away. It looked like we'd made a worse problem than the one we were trying to fix!

We didn't have much time to be depressed over this situation. When you live in the same boatyard every year for a month or two, you become part of the local community, and it didn't take long for word of our situation to become general knowledge. Typical of the spirit that guides this organization, help soon arrived in the person of Donald Stollmeyer, Operations Manager and a General Partner in Power Boats in Chaguaramas, Trinidad, and a builder of custom catamarans in his spare time. Donald's presence soon attracted the neighboring yachties and before we knew it, our rudder became an interesting problem to solve rather than a catastrophe.



Some special K.I.S.S. ingredients: part of an old acetone bottle, a hunk of foam and a plastic mailing tube for charts

The first step was to take the rudder out again, clean it up and see just how bad the problem was. To our relief, we were able to work the rudder slowly out — in fact, it was easy because the heavy rudder was held so tightly that no blocks were needed to keep it from dropping suddenly into its hole! It's strange to see a rudder literally hanging in mid-air. After washing and microfining, the rudder action was much better. A little sanding and we would be able to steer normally, but there was still the same slop in the rudder. The epoxy had not migrated more than halfway down the sleeve, and the greatest area of wear was at the bottom.

The Captain wasn't about to settle for anything less than making it right. Our "committee" got to work. Using a pair of red plastic calipers, it was determined that the sleeve was three millimeters larger than the shaft, with a deeper groove at the very bottom. Looking around under the boat, an empty plastic acetone bottle was

found and measured. It was slightly fatter than the shaft. Using blue masking tape as a straight edge, a thin slice was cut out of the bottle and the excess cut out. This was inserted into the rudder sleeve at the top of the deeper groove as a guide for where the first fill of epoxy would stop. Using a stick found under the boat, Donald mixed the epoxy, troweled it into the groove and removed the guide strip. A four-inch section of the cut-down acetone bottle with a hunk of foam rubber inside was inserted to push the epoxy against the sides of the groove. A piece of wood was taped over



To make man-handling the heavy rudder easier, one of the thick scaffold boards was used as a lever

the bottom of the hole to keep it all in place, and everybody went to lunch while the epoxy hardened. The groove was now filled evenly with the rest of the sleeve.

For the next application of epoxy, graphite was added to make a slippery surface to allow the rudder shaft to move more easily in the tightened sleeve. The sleeve was wet sanded and washed with acetone. Looking around, a stiff plastic mailing tube for charts was found under a neighboring boat. It was two millimeters smaller than the final rudder sleeve needed to be. Using two-inch plastic tape, the tube was built up to the desired final thickness and coated with the mold-release wax. The epoxy mixture was troweled up into the sleeve, the mailing tube was inserted and turned gently to help distribute the graphite epoxy around the walls of the sleeve. It was then taped in place and left to harden overnight.

Next morning, the tube was removed. It was time to see if the rudder shaft would go into the sleeve. To make manhandling the heavy rudder easier, one of the thick scaffold boards was used as a lever. Two men would lift the rudder, one would stand on the board to hold it up while the fourth shifted the heavy wooden blocks across the water-filled hole.

Of course, the rudder would not go in the first time. There were some high places, especially around the very bottom, that needed to be smoothed down. Flipping the mailing tube around, 220-grit wet sandpaper was attached to the tube with spray adhesive. This was used to sand the inside of the sleeve. After several rounds of sanding and re-inserting the rudder, a proper fit was achieved — no more slop and no more thumps. The rudder moved easily.

Thanks to Donald and the committee of yachties at Power Boats, *Forever Young* was ready to go back in the water with her crew of three: Captain, First Mate and Freeman the autopilot.



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Aerial 03



Aerial 04



Aerial 05



Aerial 06

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JANUARY 2008

♈ ARIES (21 Mar - 20 Apr)

You will have lots of romantic distractions for the first three weeks, but try to stay on course. Don't let a spot of bad weather in the last week set your sails a-back.

♉ TAURUS (21 Apr - 21 May)

Your creative juices will be flowing with lots of wind in your sails. Make the most of it before the 21st. A new love interest will sail in during the last week.

♊ GEMINI (22 May - 21 Jun)

Batten down the hatches. This January will seem to be nothing but squalls of arguments in your love life, culminating with a possible mutiny by month's end!

♋ CANCER (22 Jun - 23 Jul)

The creative head-seas that started late last month will continue for the first three weeks of this one. Your sense of humor is still stowed in the bilge, too. Just concentrate on work on board and the time will pass more quickly.

♌ LEO (24 Jul - 23 Aug)

You may feel misunderstood and put upon during the last three weeks. There will be lots of support from loved ones and friends, though, so use this aspect to sail through to better conditions.

♍ VIRGO (24 Aug - 23 Sep)

Though your business sails may seem to be backed and love will be tacking to and fro, your creativity will be on a positive tack until the 21st.

♎ LIBRA (24 Sep - 23 Oct)

Your creative energies may not be appreciated until the 21st. Your verbal skills will help you coast through the doldrums.

♏ SCORPIO (24 Oct - 22 Nov)

Other than a few misunderstandings, this month will be smooth sailing with only an occasional shower to wash decks.

♐ SAGITTARIUS (23 Nov - 21 Dec)

Love and romance will demand most of your attention this month. Except for a storm near the end of the month, all should be smooth sailing.

♑ CAPRICORN (22 Dec - 20 Jan)

Your creative juices will be flowing, so spend your time with special projects onboard and put your business concerns in the sail locker for a while.

♒ AQUARIUS (21 Jan - 19 Feb)

Use your verbal skills to express your inner concerns and straighten out any misunderstandings with fellow crewmembers or cruising pals.

♓ PISCES (20 Feb - 20 Mar)

This month you will meet head seas whichever course you choose. There will be difficulties in your love life, too, culminating with a possible squall at month's end. Try not to let it all get you down — fair winds are on the way.

Crossword Solution

ACROSS

- 1) UNSHIP
- 3) UNBITT
- 4) UNDER
- 8) UNMOORED
- 9) UPPER
- 10) UMBRA
- 11) UNION
- 13) UMBRELLA
- 15) USE
- 16) URANUS
- 17) UMM

DOWN

- 1) UNROVE
- 2) UTE
- 3) UVROU
- 4) UP
- 5) UNICORN
- 6) UTLAGHE

7) ULCUS

- 9) UNIFORM
- 10) URANOSCOPE
- 12) ULLAGED
- 13) URSA
- 14) UNBEND
- 16) UMBER
- 18) UNI
- 19) US
- 20) UGLY

Island Poets

FOR UNCLE ZEPH, AND THE WINDWARD BOYS!

Big vessel reach today, wid plenty o' lights.
Ketch rig modern cuttah, dat is what dey call dem dese days.
Tree jib up front; all o' dem roll up kind... mon — a tall rig boy!
But ya know, somet'ing not right.
Watch! ...de fella got all dem almost cuttah sail and ting but,
De mainsail all covered and he cruising wid full awning sail rigged and all such ting!
De mizzen it got all set of radar and windmill and serious radio antennae and it covered too.
Now, it ain't got no Carriacou or Bequia or Canouan man going to trim his cuttah to ketch and none o' dem
would enter bay wid sails covered. No. Dat why I know it a yacht.
Dis one, de one I on, dat be the onliest true vessel in de bay on dis day.
What! ...you ain't know it?
De fishermen dem, dey know it.
And de West Indian people know, dem fellas up windward side...
Dey build good ships, and know how to sail dem! Dey must! Dey travel far...
and want to return to Windward —
To home.

— John Smith

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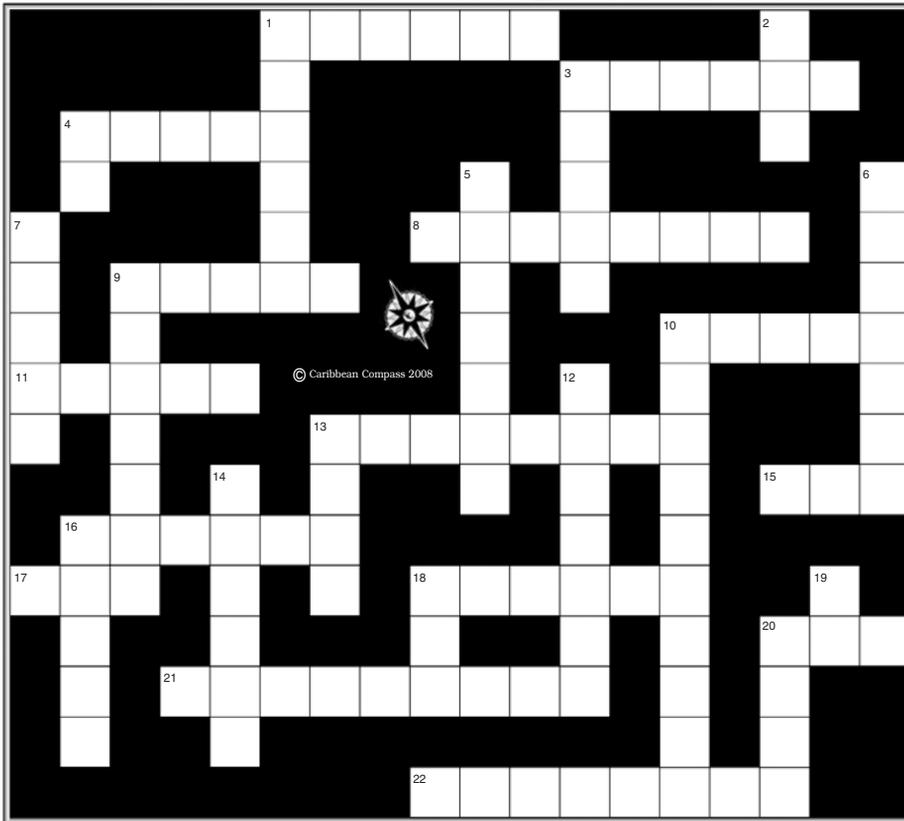
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Compass Cruising Crossword



Nautical Alphabet: 'It's All About U'

ACROSS

- 1) Remove oars from oarlocks
- 3) Remove turns of cable from bitts
- 4) Below
- 8) Lying at single anchor
- 9) Topmost, as deck
- 10) Dark shadow of the moon
- 11) ____ Jack: British merchant flag
- 13) Personal rain shelter
- 15) Employ
- 16) Seventh planet from the Sun
- 17) Sound of uncertainty
- 18) Rules besides general laws of merchants
- 20) North America below Canada (abbr.)
- 21) Not collected, as freight
- 22) Expenses of appraisal

DOWN

- 1) Departed this life: "____ his lifeline"
- 2) North American Indian tribe
- 3) Circular piece of wood by which the legs of a crowfoot are extended for suspending an awning
- 4) Not down
- 5) St. Lucia-based tall ship
- 6) People transported by sentence of law
- 7) Hulk of a ship of burden
- 9) Prescribed dress for Navy sailors
- 10) Sky gazer
- 12) Damaged or short of contents
- 13) ____ Major: the Great Bear constellation
- 14) Untie
- 16) Dark gold brown color
- 18) Prefix meaning one
- 19) ____ and them
- 20) Bad, as weather

— Solution on page 34

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Cousin Ernie, Here I Come!

Trevor Spends New Year in Barbados

by Lee Kessell

Trevor was over the top with excitement. His mother had given in to his constant pestering and agreed that he could spend the New Year school holiday with his cousin Ernie over there on the windswept Atlantic coast of Barbados. Usually he had to wait a whole year for the long summer holiday before seeing Ernie again, so this was a real treat.

Trevor's mother had rung Aunt Josefina and what could she say but "Yes, we'd love to have Trevor. It will stop Ernie from moping about the house."

Trevor was waiting for Boxing Day before flying off to spend the rest of the holiday with Ernie because Trevor wouldn't miss Christmas in his own home in St. Lucia for anything. His mother baked the best turkey and ham in the entire island along with baked yams in sugar and butter; sousé cold and set like a jelly from boiled pig trotters and green figs; and there was always a huge pot of red beans, pig tails and those chewy little dumplings made from flour and water. There were other delicious foods too, because a heap of friends and family came for lunch, bringing along plates of special treats like a broth of fish, onions and plantains; fried breadfruit balls; sweet ground-corn pastels neatly wrapped in banana leaf squares and tied with string; and always his grandmother's black cake soaked in rum. Neighbours exchanged spicy, crimson sorrel drink and fermented ginger beer, mainly for the kids, because the adults always helped themselves to the rich, creamy ponche crema, that heady mixture of rum, eggs and condensed milk. Oh yes, Christmas day lunch was too good to miss, even for Ernie.

So Christmas Day came and went and Trevor was disappointed that he didn't get a new bike. ("Well, young man," his mother had told him, "we can't afford a new bike AND your fare to Barbados, so consider yourself lucky!") That shut him up. Trevor quickly decided that he would rather go to Barbados than have a new bike; after all, his birthday was coming up in a couple of months and he would work on Granny.

Boxing Day was bright and sunny and Trevor's father drove him to Vigie airport, saw that he got through the line up at the ticketing counter and then into the departure hall. He breathed a sigh of relief as he walked back to the car where he had parked it in the shade of a very old and very large seagrape tree on the edge of the sandy beach. Uncle Solly would have the responsibility

of looking out for Trevor for the next two weeks.

Barbados airport seemed to grow bigger and bigger every time Trevor landed there and the terminal confused him with its huge space and luggage conveyors. He almost went through the wrong door trying to find his way out and when he made it through the big exit doors he almost dropped with relief to see Ernie's grinning face as he rushed to help him with his bag. Ernie loved pushing those bags on their own little wheels and so did Trevor, but he was too tired to fight for the right to race it like a toboggan across the road to Solly's car. Yes, and there was Uncle Solly smiling at him through the windscreen and, sure enough, he had on his stingy-brim hat. This was a sure signal that it would be a mad dash home to the little cottage on its coral pillars way and over above Sweet Bottom.

Sure enough, when they got out of town and into the sugarcane fields, Uncle Solly trod on the gas as he approached those sharp bends in the road and turned his indicator right when he wanted to go left. The boys shrieked with happiness from the back seat, bellowing to Uncle Solly's back, "Ride 'em, Cowboy! Hi ho, Silver! Yippee-ki-ay!" and anything else they could think of. This encouragement made Uncle Solly go even faster and when they met a donkey pulling a cart coming around the last bend, they all took to the fields, the donkey and cart one side, the car on the other. The donkey was used to pulling the cart into the fields, but Solly's old car bumped everyone painfully as it leaped and bottomed over the ruts and into the cane. But being a good and sturdy old car, the only damage was more paint scraped from the doors by the cane stems and a lump as big as a bird's egg on Trevor's forehead.

As they drove into the yard, Uncle Solly warned: "Better put your cap on, Trevor, or else Josefina will ask awkward questions if she sees that lump."

As usual, Uncle Solly had driven around to the kitchen door instead of parking by the front parlor causing Josefina to "tut tut" as she hurried the wrong way. The old dog raised his head from the dust by the steps and gave Trevor a tired yawn and a wink. Matilda the donkey gave the boys a suspicious glance while the black and white goats sneered. But Nyna, Ernie's little sister, ran down the kitchen steps and threw her arms about Trevor's waist, not that she liked the way the boys ignored her, but he was her cousin after all.

Now Uncle Solly had planned to give everyone a big treat while Trevor was in Barbados. He was taking them to Oistins on Friday night for the big fish fry. The children were wild with excitement. Oistins by the fish market on Friday night was the most popular place in the whole of Barbados. Tourists came from all the hotels and the locals liked nothing better than the freshly caught fish fried or grilled and the heaps of salads and potatoes stacked high on the plate. Beer for the grown-ups, fizzy drinks for the kids, loud music, everyone having a good time — what more could you ask?

So here they were, that first Friday night down by the sea at Oistins. Trevor and Ernie grinned when they heard the beat of the music and smelled the barbecued fish and they thumped each other just to get rid of some of the energy. Aunt Josefina chose the stall (there were lots of individual food stalls under the great roof of the market extension) as far away from the loud music as she could get, but the children didn't mind because they could take their heaped plates down to the tables and benches on the edge of the pale coral sand that fringed the clear, rippling water of the bay. Fishing boats bobbed at their moorings while the moon speckled the indigo sea with fists full of diamonds. Kids ran and shrieked along the beach, running races and throwing balls to each other. It didn't take long for Trevor and Ernie to gulp down their food and run off to join them, leaving poor Nyna to sit quietly by her mother and plan a suitable revenge.

When Trevor saw the big breakwater up ahead he ran off to explore it, Ernie trailing behind. It was farther than he thought and impossible to walk over as it was made of those enormous concrete blocks with legs that lock into each other. Disappointed, the boys decided to walk around it and this is when they got lost, ending up in a woody forest. After they had pushed their way through the brambles, scratching their legs on the sharp thorns, backyards and little lanes still blocked their way. Where was the fish market? Where did Uncle Solly park the car? They walked and walked, their legs tired and stinging from the bramble cuts, they were hot and thirsty and frightened. Would they have to spend the night curled up in a dark lane? Ernie grumbled that it was all Trevor's fault and Trevor called Ernie a spook.

But somehow or other they made it to the main road and then it wasn't long before they found the car park and Uncle Solly's old car. They also found a very angry Aunt Josefina. But Uncle Solly, who believed that boys will be boys, thought that by the look of them they had been punished enough and told them he would deal with them later. Tumbled into the car, the children slept while Josefina sat stiffly by Uncle Solly's side as he drove carefully all the way home to the cottage where the wild Atlantic dashed white waves against the cliffs in the moonlight.

THE END

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



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

In November 2007, approximately 200 scientists met in Auckland, New Zealand, to discuss the on-going progress of the Census of Marine Life. The census ends in 2010 so it is important that the scientists agree on how to put together their findings for publication in that year.

The census is divided into several Research Projects (described last month). Researchers from each of the projects made presentations on their work and their findings so far. New technology means that the scientists can investigate the oceans more deeply and thoroughly than ever before and they have already made some astonishing discoveries. Here's a sample of them.

- More than 5300 new creatures or marine organisms have been found, including a "hairy" crab and huge (4kg) rock lobsters.
- Sea birds called sooty shearwaters were found to make a round trip of about 70,000 kilometres across the Pacific and back in less than 300 days.

- The hottest temperature in the ocean was found on the sea bed of the Atlantic where hot water at 407°C was emitted from a hydrothermal vent.
- 20,000 microbes were found in one-litre samples of sea water.
- A school of approximately eight million herring was located off the New Jersey coast, the biggest ever seen.

On the negative side, historical research documents the collapse of many marine species through human exploitation, loss of habitat and pollution.

Other presentations were made on the best ways to document the research and what would happen when the census was complete. So, was the meeting successful? Some serious questions came up for discussion.

- What scientific questions about the marine environment will still need answers after 2010?
- Is there a need for another census after 2010?
- If there is a need, which projects will continue?
- How can we be assured that international cooperation will continue?
- How will a second census be funded?

The research carried out from 2000 to the present has shown how little was actually known about the oceans and the multitude of creatures which live there. The first census (2000 – 2010) has only served to show how much is still to be learnt. With cooperation from governments, international agencies and the scientific and academic community, it is hoped that support for a second census will be forthcoming. In the meantime, research continues.

MATHS PUZZLE

By looking at how many new species have been found in particular areas of the ocean, scientists have estimated that the total number of marine species in the world might be as many as one and a half million. We already know approximately 230,000 of them. In the seven years of the survey, about 5,320 new species have been found. If we continue to find new species at the same rate, how long will it take us to catalogue them all?

— Answer on page 47



ADAM & TINA DREFFIN

TURTLE JUMP-UP

by Tina Dreffin

It was time for my daily swim. Gazing into turquoise waters as clear as cellophane, I peered into the depths for any hidden predators, and was surprised to see a three-inch-long, green turtle hatchling torpedoing off the beam of *Scud*, our 44-foot St. Francis catamaran. Its tiny flippers paddled with grace, little ripples of water spinning off its tail. A threatening screech came from overhead, and I gazed up in horror to see a seagull bee-lining for the little fella. My heart pounded in my throat. Shaking my fist at the feathery beast, I shouted, "No!" And then I was soaring in mid-air, racing against the gull and time itself. To do what exactly? Interfere with nature? Who really ponders scientific questions at a time like this? Gulls aren't endangered; sea turtles are! Though, as luck would have it, both gull and turtle had vanished when I surfaced. I'll never know what happened to my little reptilian friend.

We were anchored off Oranjestad in Aruba, the Netherlands Antilles: roughly 475 nautical miles due west of Grenada or a mere 15 nautical miles due north of the Paraguayan Peninsula of Venezuela. Ashore, my husband, Peter, and I had joined a crowd of onlookers on the beach. Together, we all gazed at an endearing, hilarious clutch of 85 green turtle hatchlings. They were scrambling out of a tiny hole in the sand, writhing and tumbling over each other in a bubbling mass of flippers and little heads. Scarlet ribbons cut a swath of sand directly to the beach, marking their "runway" to the water's edge, as if some Hollywood movie starlet's debut. I half imagined Julia Roberts to come striding down! Nearby, two erudite volunteer naturalists stood by with watchful eyes. They had daily strolled along the beaches, alert for

any sign of recent activity.

In a furious flailing of tiny flippers, the hatchlings raced for the ocean, using an inborn compass to find their way: some say it is crawling away from the land's higher horizon that directs them; others say it's because the water is brighter than the shore. If a turtle straggler wandered past the scarlet ribbons beneath the feet of the tourists, one of the naturalists gently prodded it back on course. At the water's edge, the same hungry gull swooped down for supper, but the crowd succeeding in frightening it away with a resounding clap of hands or an impassioned yell. Finally, all the turtles became waterborne, each successive wave having pulled them into the ocean.

After this trek to the ocean, the hatchlings will ride ocean currents up the Atlantic coast, spending from three to five years in the deep waters: They are rarely seen in these early stages of life. As carnivores, they subsist on pelagic crustaceans like squid, jellyfish, and algae. Later, when returning to the shallow lagoons as immature juveniles, they will settle into a more herbivorous, shallow-water lifestyle, feeding on sea-grasses and seaweed, which is about when we see them beneath our boats.

To breed, a female turtle may journey roughly 2,600 kilometers between her feeding grounds and Aruba, the original nesting site. Individual green turtles have been seen as far north as Canada, as far south as the southern tip of Africa and Argentina, and even Ascension Island in the mid-Atlantic ocean (you can

only get there by fin or boat!). Female turtles return to the same nesting beach to lay their eggs, laying not more than 100 to a clutch, returning every two to four years after breeding. In Aruba or other Caribbean waters, nesting season is from June until September, when the weather is hot and moist for incubation. To prepare her nest, a female turtle drags herself up a wide beach above the high-tide line (to avoid flooding), to dig a hole with hind flippers, and deposit her clutch. Hind flippers cover them back with sand, and she returns to the sea. After around 45 to 75 days, the eggs hatch, usually under the darkness of the night to avoid predators. It was unusual to see these hatchlings during daylight hours. The naturalist on site told us it was probably due to being an extremely cloudy day, during the low light of a late afternoon sun: it was 6:00pm.

The only known predators of the adult green turtle are humans and sharks. Many sea turtles die in fishing nets without TEDs (turtle exclusion devices), and others are killed when they eat ocean garbage, all too easily dropped over the side of boats. The pretty black-and-yellow plates on the back of hawksbill sea turtles were long sought for tortoiseshell jewelry and combs.

Left: Whenever a turtle surfaces and flashes me those liquid brown eyes, my heart swells'

Below: Hatchlings emerging from their nest on the beach at Oranjestad, Aruba



Other sea turtles are also killed to make leather products. In Southeast Asia and China, turtles are both eaten and used in traditional medicine. A greatly increased Asian turtle trade in recent years has brought many formerly common species to the brink of extinction in this region.

The good news is, in the Caribbean, private resorts are making concerted efforts at conserving their beaches for returning female turtles: tourists want to see them. Eco-tourism saved the nesting beach of Tortuguero in Costa Rica. During the 1950s, thousands of eggs were harvested, either sold for money or eaten as food by poor villagers. When the Tortuguero National Park was formed, an entire village rose from the once deserted beach. Meaningful jobs had replaced the lucrative sale of turtle eggs, once a major source of income for the villagers.

Eyeing the last hard-shell hatchling enter the ocean waters, I wished my little friend good luck and happy endings. Now, whenever a turtle surfaces and flashes me those liquid brown eyes, my heart swells; I feel blessed. I know one more adult turtle has made it back. Looking at such beauty in the water, I vow to do my best at conservation by educating others, boycotting shops that sell tortoiseshell items, as well as restaurants that sell turtle meat.



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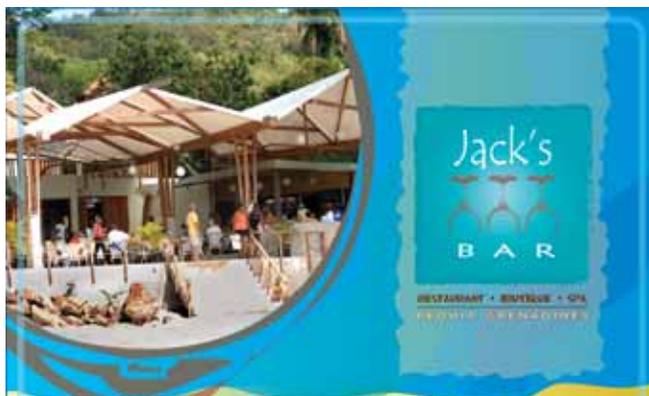
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Ask any cruiser who has dropped an anchor in Isla Margarita's Portlamar anchorage and you will likely find a sailor who knows Juan Baro and who has benefited from Juan's knowledge and his cruisers' services. As far as cruisers are concerned, Juan Baro might be called "The Mayor of Margarita".

Juan is a small thin man with a big presence. His bushy goatee and the ever-burning cigarette wedged between his fingers are trademarks of sorts. You can find him every day but Sunday, sitting at his computer in his little office at the base of the dinghy dock at Marina Juan's, listening to music ranging from classical to Bob Dylan. If not at his computer, he'll be sitting in a plastic chair outside, chatting with some cruiser or other in French, or English, or Spanish, or whatever is needed to communicate.

I don't think I've ever read a cruising article about Margarita or spoken to a fellow sailor who was offering me advice about my upcoming visit, where Juan was not a topic of conversation. The advice is usually, "As soon as you drop anchor, go see Juan and he will get you cleared in and tell you where you can get whatever you need." And if you are looking for an ice-cold can of 25-cent Polar beer at happy hour, Juan's got that covered, too.

What's Cooking with 'The Mayor of Margarita'

by Jack Foard



We loved our stay in Margarita. When we arrived we announced on the net that we would be moving on in three or four days. Laurie, the net controller that morning, laughed and said something like, "That's what they all say." We ended up staying several weeks. Looking back at the possible places to hole up for hurricane season, I think Margarita is the place to be next hurricane season. It is not below the hurricane belt as far as most insurance companies are concerned but it is just a day sail to some excellent hurricane holes along the coast of Venezuela, officially below the belt.

The water in the anchorage off Juan's dock is usually clean for water-making and swimming. "The WiFi Guy" provides the best WiFi service we have seen in all the Caribbean and provisioning is easy, thanks to Juan.

Three days a week Juan lines up a free bus to a huge supermarket complex where we bought large quantities of case goods, beer, soft drinks, a new computer, and vegetables and we didn't have to carry a thing. It was all carefully boxed up and delivered right to Juan's dock where Alviz carried it all down to our dinghy. Prices are great. We bought baguettes for 12 cents and filet mignon for less than US\$4 a pound. I'm always curious about people so I sat down and sipped a few beers with Juan one warm Saturday afternoon in October. I learned two important things about Juan right away. He has always been passionate about travel and he has always had a passion for understanding the significance of his life.

Juan was born in Santiago, Chile, in 1952, the son of a successful businessman. He became infatuated with the idea of world travel as a Boy Scout. The trips he made with the Scouts lit a fire in his soul to travel and as a very young man he started a log where he wrote down all the places around the world he wanted to visit. He went so far as to make a pledge to himself to set out to tour the world when he reached his 18th birthday. He kept his promise.

What better way to see the world than by ship? Juan's first travel was as crew on a cruise ship, the *SS Donicetel*, and his first port of call was in Peru.

—Continued on next page

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—Continued from previous page

Over the years there were many more ships to crew on and many, many exotic ports of call. His adventures in Africa and the South Pacific had the greatest impact on his life. If you meet Juan you may notice that he wears two unique bracelets on his right wrist. Each was given to him by one of his international mentors, wise men who befriended him and taught him much about life. Each bracelet is supposed to have special powers. The cowrie shell bracelet was a gift from his South Pacific friend who told him to never let anyone touch it or it would lose its power. If someone does touch either bracelet he was taught to take it off immediately and not wear it again until it is purified by leaving it in a glass of salt water for 24 hours.

I pretended that I was going to reach out and touch one and he didn't flinch. He smiled, knowing I would not dare.

"It has been at least four months since anyone touched them," offered Juan. "I am very protective of them and I can tell when someone is looking, usually a woman, and I know..."

He has always been an avid reader and is pretty much a self-educated man, never attending university. He taught himself five languages, which has been very helpful in his business. It is rare that he is not able to communicate with a sailor from just about anywhere in the world. He speaks Spanish, English, and French fluently and gets by in Italian and Portuguese. He has read "all the great religious books" as well as books on philosophy and international business, all subjects he loves. His philosophy seems more Zen Buddhist than anything else but he says he has a very open mind about all things.

I asked Juan if he ever had his own sailboat. He got a devilish smile on his face and leaned toward me to say, "I have never owned a sailboat, you see, because I am a very smart guy!" and he laughed heartily, his eyes sparkling as he puffed on his cigarette.

He lived in Spain years ago, long before he came to Venezuela, but, "I had to leave," he said. "Everything in Europe is so old. It is so old it feels like a heavy weight on my shoulders so I had to leave there and I came to Venezuela." He spoke so fervently I could almost feel that weight he had fled.

His first job working with cruisers in Portlamar was as an employee of Vemasca. He was hired to do pretty much what he does now: provide clearance services for yachts. After a few years, he was let go. For Juan that was not a crisis, it was his opportunity. A few days later he rented a desk in another waterfront business, bought a VHF radio and announced to the harbor that he was in business for himself. That was seven years ago.

Two years ago he rented his current location, what is now known as Marina Juan's, a small office with a tiny convenience store and a long dinghy dock with "24-hour security". The convenience store is run by his partner, Veronica, one of the sweetest people you will ever meet. She offers beer, soft drinks, ice, eggs, a few snacks and occasionally some yogurt or cheese.

The majority of Juan's business is still taking care of all the clearance paperwork for cruisers. It is possible for a cruiser to clear into the country on his own but most who do realize too late that it was far more trouble than it was worth. [Editor's note: There is apparently a new, simplified clearance system in place; see letter from Gabriele Drucker in this month's Readers' Forum.] Leave your papers with Juan by 9:30 in the morning and return at 3:00 to be escorted to the police station to offer a fingerprint on your documents, a quick stop by the Immigration officer to say hello and you are done, no hassles. Your part takes all of 10 minutes.

As we continued to sip our cold beer, food became the topic of conversation. "I love to cook!" exclaimed Juan as he slapped me on the shoulder for emphasis. "It is my hobby and I am passionate about it," he said, now perched on the edge of his chair as though we were finally talking about something important.

Cooking is one of my hobbies too, so for the next hour we sat there, two old salts, talking about food and exchanging recipes. (Two of Juan's favorites are given below.)

I asked Juan if he had any concerns about the future. He looked at me quizzically. "Why would I worry?" he answered, "What would I worry about?"

"Well, you are renting Marina Juan's; what if you lost your lease, what if it was sold to someone else?" I asked.

"No, I never worry. In my life, I learned the best lessons when things did not go my way. I do not worry and I trust people; I prefer to trust and sometimes be disappointed. That is the way I live," said Juan as he lit another cigarette.

Juan's Fish in Foil

Lay out a large sheet of aluminum foil and add layers of thinly-sliced onion, zucchini, tomatoes, and peppers and very thinly-sliced Idaho potatoes.

Lay a fillet of your favorite fish on top, drizzle with fine olive oil and some minced garlic if you like. Add salt and pepper to taste and finally drizzle a little good white wine over all. Close the foil tightly but leave some room for steam to build up. Make a small hole or two with a sharp knife and bake in a moderate oven for 30 to 40 minutes.

Juan's Chinese-Style Fish

Prepare a pot of rice and after it is cooked dump it in a bowl, sprinkle sesame oil over it, and mix well.

Cut any white fish fillets into one-inch chunks and boil in seasoned salted water until just done. Drain chunks and set aside.

In a sauté pan add some good olive oil and fry thinly-sliced fresh ginger, julienne green onions and minced garlic. Sprinkle with soy sauce and toss.

Dump the fish chunks on top of the rice and pour the ginger and onions over the fish. That's it!

Jack Foard is a retired physician's assistant now sailing aboard his Admiral 38 catamaran with his wife Desiré, a jewelry artisan, and Lady Pitkeathly, a Jack Russell terrier. You can follow the adventures of Famous Potatoes at www.mac.com/famouspotatoes.

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PROSPERO'S PANTRY BY FENELLA

Stored Aboard, Part 3

If you've just arrived in the Caribbean from North America or Europe, you've probably got some tinned (if you're British) or canned (if American) food stored away that you didn't use on the ocean passage. And if you spent the summer in Venezuela, no doubt you've taken advantage of the exchange rate and over-stocked!

Here are some more tasty recipes using those necessary tinned/canned supplies. This time we are using up tinned fish such as salmon or tuna, but you can use tinned mackerel or sardines if you prefer.

Mexican Salmon

- 1 can (14 or 16 ounces) or 2 smaller cans of salmon (or equivalent amount of tinned tuna)
- 1/2 Cup of salsa, plus some extra for serving (It is up to you how fiery you want it, but "medium" is probably best so it doesn't overwhelm the fish)
- 3/4 Cup refried beans
- 1/2 Cup grated Cheddar cheese
- 2 Cups shredded lettuce (approximately)
- 2 or 3 large tomatoes
- 12 small (6 1/2 inch) tortillas

Heat oven to about 350°F/180°C. Drain fish and break up into chunks. Chop tomatoes and let them sit them in a sieve or strainer for 10 minutes to allow the juice to drain.

In a bowl, mix the salmon and salsa. Put the 12 tortillas on baking trays in a single layer and divide the refried beans and cheese evenly between them. Pop them into the oven for about 5 to 8 minutes, until the cheese is melted.

Take the tortillas out of the oven and divide the salmon-salsa mix between them, then do the same with the lettuce and drained tomatoes.

Fold the tortillas and serve with extra salsa and some sour cream if you wish.

Salmon Wheels

- 1 can (14 or 16 ounces) salmon
- 2 Tablespoons sweet chutney or relish
- 2 Tablespoons grated onion
- 2 Tablespoons lemon or lime juice
- 1/2 teaspoon salt
- Freshly ground black pepper
- 2 Cups Bisquick or similar biscuit mix
- 2/3 Cup milk

Here again, you could use the equivalent amount of tuna. This is an easy recipe to cut the quantities in half depending on how many hungry mouths you have to feed. Heat oven to 450°F/230°C.

Drain and flake the salmon. Mix together the salmon, chutney, onion and lemon or lime juice, salt and pepper.

In a bowl combine the biscuit mix with the milk till just blended to a dough. Roll the dough, on a lightly floured surface, into a 9x9 inch square.

Evenly spread the salmon mixture over the rolled dough. Roll up the dough to make a long Swiss roll/jellyroll shape, and seal the edges well.

Slice the roll into 8 even slices and place them cut side down on a greased baking tray. Pop them in the oven for 10 to 12 minutes.

These can be served hot or cold as a main meal, with or without a sauce (try barbecue or sweet-and-sour sauce). Made a little smaller they can be served to guests as finger food, possibly with a dipping sauce.

Salmon & Rice Casserole

- 1 Cup uncooked rice (Basmati is nice for this recipe, but you can use ordinary white rice, or brown, which is healthier for you!)
- 1 large can (14 or 16 ounces) salmon
- 1/2 small onion, chopped
- 1 can mixed vegetables (or the equivalent of frozen)
- 1 teaspoon lemon pepper
- 1 teaspoon garlic-and-herb or Mediterranean seasoning
- Freshly ground pepper
- 1 Tablespoon olive oil
- 1/4 Cup bread crumbs (either fresh or packet)
- 1/4 Cup grated Parmesan cheese (optional)

Heat oven to 350°F/175°C. Drain and flake the salmon. Drain the vegetables. Cook the rice according to packet instructions; you can cook it in a fish or vegetable broth if you prefer. While it is cooking, in a bowl thoroughly combine the salmon, onion, mixed veggies and seasonings.

Use the olive oil to grease a casserole/baking dish, preferably one with a lid. When the rice is cooked, drain it well, add it to the salmon and mix thoroughly. Put the mixture into the baking dish and level it out. Sprinkle the top with the breadcrumbs and Parmesan if you are using it. Pop on the lid (if you don't have a lid cover the dish tightly with foil) and bake for 15 minutes. Remove the lid and cook for another 5 to 10 minutes to allow the top to brown a little.

Tuna Pasta Casserole

- Cooked pasta of your choice
- 1 tin "cream of" soup (Use what you prefer, such as celery, mushroom, broccoli, tomato, etcetera)
- 1/2 tin of evaporated (not condensed) milk
- 1/2 Cup mayonnaise
- 1 small onion, finely chopped
- 1 tin peas or mixed vegetables
- 1 tin mushrooms (optional)
- 2 four-ounce tins (or 1 large tin) tuna
- 1 Cup tasty cheese

In this recipe you can, once again, vary the type of fish you use. I tend to use tinned tuna. You really can throw in whatever you have to hand, within reason, and you don't have to be too exact with quantities (use more tuna if you like). If you wish, add some suitable seasoning of your choice; for example, a little curry powder makes a welcome change. This recipe is ideal for using up pasta you have left over from lunch or the day before.

Heat oven to 350°F/180°C. Drain peas or vegetables and tuna. In a suitably sized casserole/oven dish, mix together everything except the cheese. Sprinkle the cheese over the top and pop in the oven for 25 to 30 minutes till it is hot, and the cheese melted and starting to turn golden.

HEALTHY PAK-CHOY

Among the lettuce, spinach, dasheen bush and other leafy greens at the Caribbean roadside vegetable markets is pak choy. Long and dark green with bright white stalks, pak choy is usually sold with two or three heads bundled together.

I never liked cooked leafy green vegetables, but in Trinidad we sampled them as a breakfast served on sada roti (a soft tortilla-like flat bread). It was good, but pak choy alone is bland. Like spinach, it needs something to add zest. Then another cruising gourmet friend stir-fried it with shrimp and it tasted heavenly. Today I prepare it with chicken breasts, gizzard or beef to make great main courses for simple, healthy dinners.

Pak choy is a member of the cabbage family that forms a small, elongated head with plump white stalks and dark green leaves. It has a slightly bitter taste. The leafy vegetable has many names. Cantonese Chinese call it pak choi or bok choy; the Mandarin Chinese call it pe-tsai. It is also called choi sum, celery cabbage, white cabbage, Chinese cabbage or Chinese leaves.

Pak choy originated in China, but migrated to Europe, Australia and the Americas too with the Chinese workers who mined gold and constructed the railroads in the 1800s. When the workers completed the jobs they began their own gardens and markets.

Pak choy should be used fresh, but can last in a good fridge for a week. When purchasing, check for leaves with no black or slimy spots.

Pak choy is rich in vitamin C, fiber and folic acid, all of which reduce the risk of various types of cancer. Pak choy has more beta-carotene than other cabbages, and more potassium and calcium. A perfect food for dieters, one cup of cooked pak choy has only 20 calories, with no fat, but three grams of carbs and three grams of protein.

To prepare pak choy, first rinse thoroughly and shake or pat dry. Young pak choy has a mild flavor and can be eaten raw while mature stalks are slightly bitter. This bitterness is transformed into a sweet creamy taste by cooking. It can be cooked whole, steamed, or braised. If the vegetable is mature, separate the leaf from the stalk as the stalks should cook longer. After about two minutes the stalks soften, then add the leaves.

Pak choy is a necessary ingredient in many Chinese recipes and almost any stir-fry. The stalks can be shredded and lightly sautéed. It is a great addition to soups or stews.

Pak Choy Salad

One bunch pak choy chopped into 3-inch strips
 2 Tablespoons vinegar (preferably rice vinegar)
 1 Tablespoon soy sauce
 1 garlic clove, well minced
 1/2 teaspoon each of sesame oil, canola oil, and dry mustard powder (yellow mustard can be substituted)
 Steam pak choy, rinse and allow to cool. In a jar that seals, mix all remaining ingredients and shake well. Coat the pak choy with this dressing.
 Serves four.

Green Stir-Fry

1 Tablespoon sesame oil
 1 Tablespoon canola oil
 1/2 Tablespoon soy sauce
 2 cloves of garlic
 1 small onion (one inch diameter)
 1 bunch pak choy
 1 Cup bean sprouts
 1 Cup same beans or fresh *bodi* beans
 1 Tablespoon cornstarch

1/2 Tablespoon sugar
 1 chicken bouillon cube
 1/2 Cup hot water
 Salt and pepper to taste
 Chop onion finely. Mince garlic. Slice pak choy into 1-inch strips. Cut beans into 1-inch pieces. Dissolve bouillon cube in hot water.
 Heat oils in a large skillet; add soy sauce, garlic, onion, pak choy, sprouts and beans. Stir-fry for five minutes. Mix together cornstarch, sugar, and chicken bouillon. Pour over vegetables, stirring constantly. Season to taste.
 Serves four.



Pak Choy and Chadon Bene

1/2 Cup tomato sauce
 1/2 Cup water
 2 cloves of garlic, minced
 1 Tablespoon minced ginger root
 4 Cups pak choy sliced into 1-inch strips
 1 small green sweet pepper, chopped
 1/2 Cup chopped green onions
 2 Tablespoons minced fresh chadon bene
 2 Tablespoons fresh lime juice
 1 Tablespoon soy sauce
 Salt and pepper
 Mix tomato sauce and water. In a large skillet, mix half the diluted tomato sauce, the garlic and ginger over medium heat for two minutes. Then add the remaining ingredients and remainder of tomato sauce. Cook until pak choy is wilted. Salt and pepper to taste.
 Serves six.

Pak Choy and Beef

1/2 Cup white wine
 1/2 Cup soy sauce
 2 Tablespoons cornstarch
 1 pound beef "cubed", sliced into thin strips (approximately 1/2 by 1 inch or smaller)
 2 Tablespoons sesame oil
 2 Tablespoons canola oil
 1 chicken bouillon cube dissolved in 1/2 Cup of water
 1 Tablespoon minced ginger root
 2 Tablespoons garlic chopped fine
 3 chives chopped fine
 Salt and spices to taste
 1 bunch pak choy
 Cut pak choy into 1-inch strips.
 Mix wine, soy sauce and cornstarch and cover beef strips. Marinate for at least two hours in refrigerator.
 Over medium heat, heat the oils in a large skillet and brown beef strips. Add ginger, garlic, chives, and stir for half a minute. Season to taste. Add pak choy strips and fry for one more minute.
 Serves six.

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Dear Compass,

I have owned and run a charter yacht in the Caribbean for over 15 years. My guests, visiting friends and I spend tens of thousands of dollars up and down the islands, from Trinidad to the Bahamas. We are very happy to contribute to the local economies; we always get a warm welcome.

Now, with the insane idea of APIS looming [see *Compass* October, November and December 2007, re: the *Advance Passenger Information System* being applied to yachts traveling to and from Caribbean Economic Community countries], I am ready to quit. This is an idea dreamed up by bureaucrats with no idea of how the real world functions beyond their comfortable offices. It won't work. Articulate and intelligent Customs and Immigration officers I have spoken to in the last few weeks ALL agree: This nonsense will inconvenience EVERYONE... except the smugglers and criminals.

If implemented, I will simply not visit the islands involved. If the whole Caribbean catches the insanity, I will take my yacht back to the Mediterranean. I can see a day when the 250 visiting yachts from the ARC go elsewhere. How much money and goodwill do they bring to the Caribbean? A huge amount I would think.

Could the sensible people involved here PLEASE bring pressure upon the lovers of pointless paperwork; there are much better ways of deterring and catching criminals, starting with well-trained and motivated Police and Customs staff. "Solutions" based around bits of paper are dumb; you've got to get your people out of their offices and into the problem zones, watching, listening, using human intuition.

If APIS happens, the criminals will be laughing. Visitors, and millions of tourist dollars, will fade away but I guarantee this: there will still be people selling cocaine on the tourist beaches. And bits of paper being faxed backwards and forwards won't stop guns changing hands.

Stop APIS. It's dumb. It won't work. Give the people behind APIS uniforms, radios, fast boats. Get them off their backyards and out of their offices.

Sincerely,
David Broughton
St. Barts

Dear Compass,

"Anything that will make people safer," the senior of the two Immigration Officers said.

"I don't think this makes anybody safer," I replied. I had checked out of one small-island country, was checking into another, its neighbor. The new rule says that I must file (on line, meaning, for me, a trip to a cyber cafe) a form detailing everyone aboard and our arrival time (which, aboard my engineer's yacht, is a joke), and send it to a multi-national agency that is complying with Bush Administration (USA) anti-terrorism policies. (This story also includes a fruitless trip to a cyber cafe that was closed, with an incorrect www-address Immigration had written down for me. But that is not my complaint — that is just an example of what "pop-up" bureaucratic crap results in.)

I'm told that I must give advance notice of my arrivals. And I must give advance notice of my departures. If I go island by island to the end of this island chain, a distance less than, say, Kansas City to Denver, there are at least six islands signed up for this nonsense, 12 reports required, 12 on-line sessions at times other than my still required country-to-country clearings in and out. Double the bureaucracy. I avoid going on line and am not good at it. I know many who don't even know how to go on line. I know many who are out here because technology-driven lifestyles and other distractions from real life are the very thing they are escaping.

Moreover, in terms of this-is-the-law, this procedure also applies to local vessels such as fishermen and

local sailors, and applies to cargo, including the *Caribbean Compass*. All movements on these islands are now subject to another layer of bureaucracy. A layer of bureaucracy that has little, if any, practical value, that is intrusive, and that requires many or most of those imposed upon to learn a new technology. And, once again, it gives the rich, those already equipped with and versed in technology, the advantage. This isn't just about yachts.

"Anything that will make people safer." Is that really what we want our governments to do? That's one question, here's another: does this (or much or most of the many ridiculous anti-terrorism measures imposed since 9/11) make anybody safer? Some local boats and some yachts don't bother to clear in or out — the new rule will have no effect on them. They can carry anybody they want to. Few yachts are actually boarded when clearing in or out — should all vessels be boarded and searched? (I hesitate to suggest that, because I believe that to be the logical extension of this sort of procedure). But, what, in reality, prevents yachts or any other vessels from loading and unloading terrorists, weapons, contraband, or just dropping off a fisherman who wants or needs a tow anywhere along the way? Only by chance are such things detected. Is it time for total surveillance of all vessels, all people, and all cargo, everywhere, at all times? Until that is done, this is a ridiculous and useless intrusion upon the innocent. We do all the work and spend the time and money. What a cowardly act of bureaucracy. What an arrogant piece of politics. What an unthinking and disruptive procedure. Regarding security, what a fraud. What an arbitrary restriction to personal freedom.

This latest we-can-make-you-do-anything-if-we-say-"terrorism" arrogance is far less than the tip of an iceberg. It's a little spike out in the south forty, beside the coiled razor wire fence between the palm trees and the flowers on the beach at Bequia. They are equal in security value, utterly useless. Their only function is to remind us to be afraid — which is, in itself, a "big brother" end.

Razor wire, corkscrews in airport bars, toothpaste aboard airliners (presumably laptops are banned, too — should be), advance notification, these are tiny pieces of an enormous jig-saw puzzle that will always have missing pieces — witness the 200 years plus that the US has been trying to seal its borders against guns, alcohol, drugs, and illegal immigrants. Our opponents are only looking for the missing pieces, which they can get from any successful smuggler. The impact of the pieces they find is not the damage done. It is the fear we feel. Somewhere in a cave, bin Laden is rubbing his hands in glee.

What is needed is total surveillance, our things, our bodies, and our minds — as the Soviet Union tried to do. But now we have the technology to actually do it. All yachts could be made to automatically and continuously report their position, all humans (and their pets) could have their vital signs continuously monitored, and all things (including money) could be equipped with tracking devices. It would be for our own good. I would expect much of humanity to eagerly embrace it, and most of humanity to accept it.

I don't want to live in that world.
Jim Hutchinson
S/Y Ambia
USA

Dear Compass,

It seems that CARICOM has decided to introduce some sort of a new regulation or procedure called APIS. Since there seems to be no official and well-documented source of information regarding this issue (at least I didn't find any), I'm very confused and troubled since I already booked my annual sailing vacation for 2008 in St. Vincent & the Grenadines unaware of this new development.

From the information that I could gather from non-official sources via the internet (www.doylesguides.com and <http://safetyandsecuritynet.com>), I get the impression that these API regulations seem to apply to yachting vessels as well as commercial ships. From the little information that I have, I get the impression that the procedure is not very practical for the average charter yacht customer. As such, I'm wondering if I should keep visiting your beautiful region or should start looking for a new charter area to spend my precious vacation days (and money).

Since I'm a long-term charter customer and yachting master with many happy and beautiful memories of unforgettable trips to the Windward Islands, I'm very worried about this latest development. It seems that the outcome of such a regulation, if indeed applicable to (charter) yachting, will be extremely unfavorable for the region and local marine-related businesses.

Since I can't imagine that governments who seem to be very keen on improving tourism seriously initiate such bureaucratic and unrealistic procedures and at the same time forget to inform their potential visitors in detail about the procedures via their public internet sites, I guess that this can only be a bad joke. Because if it wasn't a joke, I would expect:

—Continued on next page

—Continued from previous page

West Indies Events, anticipate the participation of up to 30 vintage yachts, schooners, wooden boats, "spirit of tradition" and other classics in this first edition.

On the Friday, the start will be out of St. George's, sailing along the Grand Anse Beach coastline and finishing back in St. George's. A lunch buffet and drinks will be offered to all captains, crew, press and VIPs compliments of Port Louis Grenada. An evening party with a live band will be open to the public.

The Saturday will also see the start out of St. George's. The yachts will sail along the southern coast to finish in St. David's Harbour. A buffet will be offered to participants, press and invited guests at the Water's Edge Restaurant, compliments of Bel Air Plantation. A beach party for all, starting around 7:00PM with a live band, is also scheduled.

On the Sunday the yachts will leave St. David's Harbour and sail back to St. George's. An awards ceremony and cocktail party will be held in the late afternoon followed by the closing party at Port Louis Marina.

West Indies Events is pleased to announce that several sponsors have confirmed their participation. Port Louis Grenada and Bel Air Plantation have signed on as Silver Sponsors. Additional sponsors include Shipwrights Ltd. and the Maritime School of the West Indies. Fred Thomas, well known in the Caribbean for creating several regattas over the years, is the owner of Shipwrights Ltd. and has partnered with West Indies Events in the development and operation of the Grenada Classic Regatta.

For more information visit www.ClassicRegatta.com.

28th St. Maarten Heineken Regatta

The St. Maarten Heineken Regatta 2008 takes place from March 6th through 9th. This is the largest regatta in the Caribbean.

The first race was in 1980 and 12 boats took part. The rise of the bareboat altered the Caribbean racing scene forever and the St. Maarten Heineken Regatta led the charge — but it wasn't without a fight. For the first few years, the cruising and racing classes looked down at the bareboats as a bit of a joke, until they began to realize that not only were the latest bareboats fast and highly competitive, they were sailed by top class sailors who, aboard their own boats and in their own countries, competed in some of the most prestigious and arduous races around. Record numbers of bareboats have entered the 2008 St. Maarten Heineken Regatta, with one travel agency in Holland sending more than 500 sailors to the event.

Last year, 165 boats forming 21 classes crossed the start line. In 2007, the regatta added an extra day of racing for spinnaker-class boats. Called the Budget Marine Cup, it now makes the St. Maarten Heineken Regatta a four-day event. As many as six Gunboat catamarans will inject a shot of adrenaline into the multihull division of the 2008 Heineken Regatta.

For more information visit www.heinekenregatta.com.

Puerto Rico's Culebra Regattas

Carol Bareuther reports: Hot racing, cool parties, and boatloads of island-style hospitality are what sailors will enjoy at the 3rd Annual Culebra Heineken International Regatta (CHIR) and Culebra International Dinghy Regatta (CIDR). New this year,

West Marine has signed on as series sponsor.

The CHIR marks the second leg of the Caribbean Ocean Racing Triangle, or CORT Series, which begins in February with the St. Croix International Regatta and concludes in April with the BVI Spring Regatta in Tortola.

Last year, 74 boats with homeports ranging from the Puerto Rican mainland and elsewhere in the Caribbean to as far away as New England and Germany competed, with 39 junior sailors racing in the dinghy event.



DEAN BARNES

Competitive start at the 2007 Culebra Heineken International Regatta

Set for March 14th to 16th, the 2008 edition will once again base out of the Costa Bonita Resort, where on-shore lodgings plus a regatta village with food booths staffed by local restaurateurs await. "Courses will be a mix of round-the-buoys and round-the-islands," says regatta director, Angel Ayala.

Classes of entry to the CHIR will include CSA Spinnaker Racing, CSA Spinnaker Racer-Cruiser, CSA J/24, IC24, CSA Performance Cruiser, CSA Jib & Main, Beach Cat and native-built Chalanas. "We would be happy to dual score IRC-rated yachts that request it, but they must also have a CSA rating," Ayala says.

Seven miles long by two miles wide — and located 17 miles east of the Puerto Rican mainland and 15 miles west of St. Thomas — Culebra is a sailor's dream. Only 2,000 people inhabit the island. There are no marinas, nor is there overnight anchoring allowed in several bays due to their protected wildlife refuge status. There also aren't any big chandleries, boatyards, or supermarkets. Yet, it is the unspoiled beauty, easy access via a short voyage from either Puerto Rico or the US Virgin Islands, and just enough creature comforts to keep boaters happy that makes Culebra an ideal cruising destination both before and after the regatta.

For more information visit www.culebrainternationalregatta.com.

Grenada's Round the Island Easter Race

This year will see the relaunching of the Grenada Round the Island Easter Race, with a new start and finish at Le Phare Bleu Marina and Resort, Petit

Calivigny Bay, on the island's south coast.

The Round The Island Race has a long history, with the first race taking place in 1969. Over the years, interest grew, but the organization ran out of steam in 1991. In 2003, The Grenada South Coast Yacht Club was formed to breathe new life into the event, which it has done with huge success for the last four years. Now it's time for a change again, with new organizers, a new location and an impressive venue for the associated festivities.

The organizers of the 2008 Round The Island Race will

be Swiss couple Jana Caniga and Dieter Burkhalter, who are the owners and managers of Le Phare Bleu Marina and, of course, enthusiastic sailors. The intention with this year's event is to go back to basics, concentrating on the Round the Island Race itself. The whole event will be a relaxed occasion, hopefully with just the right amount of competitive spirit to make the race attractive to sailors and spectators!

The event will be held over three days, commencing on Good Friday, March 21st with registration, a skippers' briefing and a Welcome Party. Saturday will see the main event, the Round The Island Easter Race, with activities for children taking place closer to shore while the serious sailors are racing. The race will be followed by the prizegiving, a barbecue and live music. Sunday will be the "wind-down" with a family-friendly Easter Brunch.

For more information visit www.aroundgrenada.com.

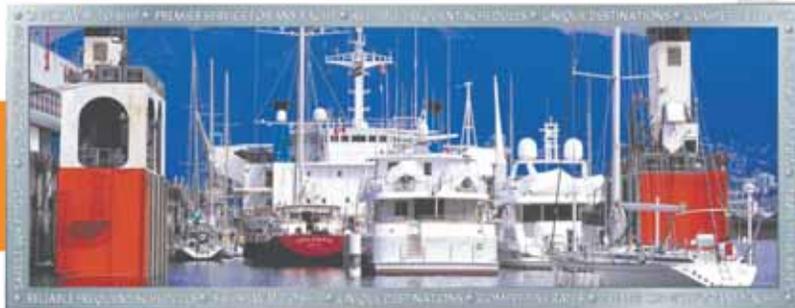
Bequia Easter Regatta — Great in 2008!

The Bequia Sailing Club, organizers of Bequia's ever-popular Easter Regatta, are looking forward to a bumper turnout for three days of racing, from March 20th to 24th, with the prospect of very strong J/24 and Racing Classes, great fun racing for cruisers and live-aboards in Cruising II Class, and thrilling action from the 30-plus local double-ender fleet.

For more information visit www.begos.com/easterregatta.

—Continued on next page

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Has he read the 2003 ECLAC (United Nations Economic Commission for Latin America and the Caribbean) report that states that yachts contributed some EC\$36 million to the Grenadian economy and provided employment for 250 people? Doesn't sound like free-loaders to me.
Name Withheld by Request

Dear Compass,
I'm not, generally, one to write letters to the editor, but Peter de Savary's comments in the interview, in the November *Compass*, discussing the Port Louis project in St. George's Lagoon, Grenada, raised serious concerns in my mind.

Mr. de Savary's characterization of cruisers as "free-loaders" is personally insulting and very unsettling. Grenada has a long history as a haven for cruisers. In our two years in the Caribbean, we have spent over three months in Grenada. The people of Grenada have been gracious, friendly and helpful. We know many residents of Grenada, a significant portion of whom we know well enough to consider them our friends.

During our time in Grenada, we have spent, by our standards, considerable sums of money enjoying the restaurants, taking advantage of the shops, provisioning, upgrading and repairing our boat. There is substantial infrastructure on the island to support cruisers and we have gladly and gratefully taken advantage of the available services and expertise. I'm sure, however, the folks we have done business with in Grenada do not consider us "free-loaders".

In the October *Compass*, there was a detailed article ("Grenada's South Coast: Yacht Services on a Rising Tide") which left the reader with the distinct impression Grenada intended to remain a preferred destination for cruisers. The Port Louis project and Mr. de Savary's comments seem to be contrary to that intention.

It is my sincere hope that Mr. de Savary's belligerent attitude toward cruisers does not become institutionalized among the power structure of Grenada. It is my further hope that Grenada will continue to welcome all cruisers, in spite of Mr. de Savary.

John Rowland
S/V *Silver Seas*

from a yacht anchorage to a yacht marina. Would cruisers be happier if it continued as a free anchorage? No doubt. Would the Grenadian people and economy be better off with the Lagoon as an anchorage, or as a marina? Time will tell.

Aubrey also refers to squatters who were "evicted by this development". Yes, people who had taken up residence on land that is now part of the Port Louis project were "evicted", but they were not made homeless. With the help of the Grenada government, de Savary's company acquired tracts of land at Beausejour and La Sagesse, new houses were built and, although not all were replaced by the move, the squatters were resettled. Moreover, we've been told that the former squatters were given legal title to their new homes and house lots.

Re: land-based pollution of the Lagoon. As we mentioned in the article, assistance has been offered by de Savary to the Grenada government to help prevent sewage and other contaminated run-off from the surrounding land entering the Lagoon. We hope that the marina's new owners, Camper & Nicholsons, will take up this initiative.

Having said all that, the issue of creeping anchorage loss is a real and urgent one, and one we've addressed before. As yacht traffic increases in the region, anchoring is increasingly being prohibited for reasons ranging from environmental protection to avoidance of user conflicts to development of marinas and other commercial enterprises. Not just in Grenada, but across the Caribbean, there is the need for policies that balance these factors with the overwhelming desire of yachts-people to have access to abundant anchorages. While the clock will never turn back to the days when we could anchor just about anywhere, we hope that the powers that be will wisely use the principle of "asset allocation", designating appropriate areas for environmental reserves, fishing, commercial shipping and recreational boating — including an appropriate mix of marina slips, moorings and plenty of room for good old-fashioned anchoring.

Sally

Dear Compass,

Am I alone in questioning the wisdom of the Mediterranean Yacht Brokers Association (MYBA) decision to involve themselves directly in commercial enterprises such as the St. Martin Charter Show?



As new marinas are being built and existing ones expanded to provide more dockage for yachts, fans of free anchoring wonder, "Where do we go from here?"

Dear Aubrey, Name Withheld and John,
I hope I didn't inadvertently give the impression that Peter de Savary thinks every single cruiser in the world is a free-loader, as I doubt that would be the case. Nobody who has seen the 2003 ECLAC yachting report (www.eclac.org/publicaciones/xml/7/14387/G0775.pdf) or who works in the industry can call the yachting community as a whole "free-loaders".

We all know cruisers who spend considerable sums in the Caribbean and elsewhere. But since the subject of free-loaders has come up, most of us have also witnessed the behavior of some who really are — sneaking into marinas at night to "liberate" water, posing as guests at all-inclusive resorts to chow down at the buffet, skipping out on boatyard bills, "borrowing" gear from other yachts, etcetera, etcetera. We don't have time for these guys, either.

Re: Aubrey's statement "The Lagoon has been a free sheltered anchorage for sailors since the time of Columbus". The Lagoon was not actually accessible to yachts until a channel was dredged in 1960 to accommodate them. It's been a popular yacht anchorage for about 40 years. But the government giveth, and the government taketh away; now the Grenada government has apparently decided to change the Lagoon

Unless MYBA radically change their perception of who they are and what they represent I see a potentially serious conflict of interest.

These are two quotes taken directly from the MYBA website:

WHAT IS MYBA
Over the last decade in particular, yachting has evolved immeasurably and, as a result, MYBA has adopted an increasingly influential and significant role in an industry which has no regulatory body or ombudsman.

OUR OBJECTIVES
To provide a framework with a view to the resolution of commercial conflicts between Members or between Members and their contracted parties with a view to suggesting solutions with professional common practice and with current regulations through mediation.

As far as I am aware, every respected regulatory body or ombudsman takes care to avoid any potential conflict of interest in the matters they are supposed to be advising on or regulating. FIMBRA (Financial Intermediaries, Managers and Brokers Regulatory Association) in the UK could hardly mediate with any impartiality the financial affairs or irregularities taking place in banks if they were the owners of HSBC bank for example. By taking on a direct and commercially recognized role in an industry event like the St. Martin Show, MYBA have divorced themselves from any notion that they could (now) ever be considered to be truly impartial.

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Surely this is a fundamental requirement in any organizing body aspiring to be regulatory or acting as ombudsman, official or otherwise?

If for instance, a company not attending the St. Martin Show (preferring to exhibit at the more established and rival Antigua Yacht Charter Show) has a dispute with a company which has invested heavily in the St. Martin Show, are we seriously to believe that MYBA could now be seen as an impartial judge/mediator/advisor in that dispute? Clearly not, in my opinion — business-minded folk rarely bite the hand that feeds them!

MYBA has, it seems, evolving commercial interests and these are now forming part of its core activity — in there lies a change of ethos and these are decisions I perceive to be imprudent, bearing in mind the fundamental objectives that were laid down at their inception in 1984. Those ideals MYBA continue to publish on their website. I believe MYBA should immediately remove from their website any misleading notion that they can, any longer, act as an independent and impartial mediator or advisor in our sector disputes. MYBA are now inextricably aligned to a highly commercial enterprise in our industry that is clearly a direct commercial rival to the Antigua Yacht Charter Show which many of their members attend — that conflict alone automatically denies them the impartiality to which they lay claim.

What do you think?

With kind regards,

John Burnie, General Manager
Nautor's Swan Caribbean S.A.R.L.
Guadeloupe

Editor's note: We e-mailed the MYBA offering to publish a response, but one was not received by press time.

Dear Compass,

Just a word of warning to those of you that cruise between Grenada and Bequia. There is a large blue-and-white liveboard dive vessel operating in these waters that is setting up hidden moorings in their dive spots. The mooring is a floating, one-and-a-half-inch, polypropylene, black-and-yellow line with no ball or marker of any kind, leading to a sand screw.

Leaving Isle de Ronde bay with all five sails set and motoring out towards Carriacou, my prop fouled in this unseen line. It stopped the engine, shearing the engine mounts, snapping the staysail boom and bending the prop after riding on it while I cut it free.

Later I talked to some local fisherman who confirmed who it belonged to.

It is hard to believe someone, especially a commercial enterprise, would do such a thing to other people.

Scott Nichols
Schooner Satori

Hello Compass Readers,

There was a time, I am sure, in the Caribbean when it would have been unthinkable to enter a Caribbean anchorage after darkness had fallen, especially on the more rural islands where it has always been accepted that lights and buoyage have traditionally been either non-existent or, in those places which do have night-time navigation aids, they have always been deemed questionable at best and certainly not reliable.

With not just the advent of the GPS, but more recently, the lower cost of chart plotters and PC-based navigation software I have noticed an increasing number of yachtsmen making a night-time entry. It should always be possible, in the islands, with an early start and good passage planning, to make the desired day's destination anchorage before sunset.

It goes without saying that it is up to the individual mariner to assess the risks he or she takes on deciding to enter an anchorage in darkness, and very occasionally, through some circumstance or other, we all may have to do it.

But when a yacht enters an anchorage after dark, why does she not anchor at the back of the fleet and assess the situation in the morning, and just be glad to have got there, instead of charging around through to the front of the fleet with a flashlight, hoping to find the best spot and causing anxiety to all other yachtsmen, who are now trying to relax at the end of the day, and who have been prudent enough to arrive in good time and anchored respectfully with regard to all other yachts already resident? It's simple, and safe, if you find yourself coming in at night, to anchor at the back of us all, and if you are not carrying on the next day, well, you can find a better spot on the morrow, and then say a friendly hello to your neighbour.

(Yes, there was a time, too, when people used to say hello to each other! And this is not Don Street talking. Sorry, Don!)

Respect to you all and happy sailing,

Andy Morris
S/Y Happy Spirit

Dear Compass Readers,

Friends of Bequia Hospital is appealing to all vessels planning visits to Bequia to donate date-expired med-

ical kit to the island's hospital.

Hospital nursing staff are looking for equipment such as scissors, sutures, bandages, dressings, complete medical kits or any other similar equipment which is close to or past its use-by date. Such items can be recycled after sterilising and subsequently used perfectly safely rather than be simply thrown away.

Arrangements have been made for the landing and immediate customs clearance in Port Elizabeth of any donated equipment. Please note that currently no form of pharmaceutical or medicinal drugs can be accepted.

For further information and delivery arrangements call David Webber, cell (784) 495-5607; Di Wheldon cell (784) 455-6529, Mary or David Harvey (784) 458-3496.

David Webber
Bequia

Dear Caribbean Compass,

I would like to announce a found dinghy.

On October 28th, we caught a drifting dinghy next to our boat in Porlamar, Margarita. The line was cut. We chained it alongside and made a call on the net on subsequent mornings for anyone who had lost a dinghy in the night. No one claimed it, though over the next few days we got offers to buy it. We hoisted it on deck in plain view and to date no one has claimed it. If anyone out there has lost a dinghy at that time and place, they should please contact us with full description and/or serial number and we can arrange its return. Contact mehle1@yahoo.com or (58 412) 350-9228

M/S Independence

Dear Compass,

Until recently the clearance procedure in Venezuela was handled by private persons, so-called "agents", who earn fees. This has changed now.

In Porlamar, Isla Margarita, the first port of entry for hundreds of yachts yearly, arriving from Trinidad or Grenada, the government has now conveniently united the different authorities in one building on the beachfront and therefore eliminated cumbersome moves through all of Porlamar, as it was before.

Unfortunately, some agents still tell the yachting community that it is necessary to use them when clearing in and out with the authorities when doing NATIONAL clearance, that is when you change from one state in Venezuela to another (e.g. Porlamar, in the state of Nueva Esparta to Cumaná, in the state of Sucre). Regarding these national clearances we found the following information on the internet:

- www.tecnotur.com/derecho/modules.php?name=News&file=article&sid=1436
- <http://intranet.comunidadandina.org/documentos/Gacetas/gace750.pdf>
- www.burodevenezuela.com/comdir/minorcat.cfm?cid=6&maj=Instituciones%20de%20Turismo&ckid=331&min=Camara%20de%20Turismo

The official Venezuelan *Gazeta Oficial No.37.321*, dated 9th November 2001, details Article 38 of the marine activities law. This law establishes the rules for departing Venezuelan ports (customs, port captain authorization, zarpe). It also establishes exemptions from these activities. The law specifically EXEMPTS foreign or national vessels involved in recreational purposes from NATIONAL check-in and check-out.

International check-in and check-out is still required. Unfortunately some people and businesses are not aware, or are consciously choosing to ignore this important change to Venezuelan law. It also seems that Venezuelan officials turn a blind eye and keep charging for NATIONAL check-in and check-out.

The law in question was passed to aid the development of tourism. Please do not hesitate to get an excerpt of the law from *Gazeta Oficial No.37.321 del 09 de Noviembre de 2001* and provide a copy of this information to any civil servant who requires you to complete a NATIONAL check-in or check-out.

Lawyers for the Sucre state Chamber of Tourism are collecting information in order to file official complaints.

This text is available in Spanish, English and French, same as the official Article 38, from the *Gazeta Oficial De La Republica Bolivariana De Venezuela*, from 9th of November 2001. Hopefully this Article will lead to easier and cheaper traveling of yachts within beautiful Venezuela, as it was intended to.

Back to Porlamar.

In recent years Marina Juan provided good services to the yachting community. In addition to the clearance paperwork, free buses were organized on several days of the week to the shopping malls "SIGO" and "Rattan" while your dinghy was guarded at the dinghy dock of Marina Juan. Between 0800 and 2200, international phone calls could be made and safe taxis were waiting at the dinghy dock to pick you up and take you wherever you wanted. In the morning one could pick up fresh bread, get water or dispose of garbage, or just relax and talk to other sailors over a cold beer. These services have obviously been reduced. No taxis are waiting at the dock and the shopping tours have been reduced to one mall, SIGO.

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1999	30' Henderson 30 (Racing Yacht)	US\$ 60,000
1978	34' Steel Sloop: RCB	US\$ 45,000
1986	36' Lavranos Tosca	US\$ 53,000
1989	36' Reinke Super 10 Steel Sloop	US\$ 45,000
1977	36' Roberts (Home Built)	US\$ 40,000
1977	37' Gin Fizz (Reduced for quick sale!)	EUR 30,800
1987	38' Warrior	US\$ 120,000
1968	39' Cheoy Lee Off Shore 40	US\$ 95,000
1978	40' Atlantic 40	US\$ 70,000
2002	40' Panoramer 40 (Aluminium)	EUR 125,000
1987	42' Ta Chiao Mermaid 42	SOLD!!!
1999	43' Wauqueuz Pilot Saloon	EUR 247,500
1985	43' Gitana	US\$ 115,000
1999	44' Fingguif (Reduced!!!)	US\$ 229,000
1992	45' Fortuna	US\$ 150,000
1991	50' Celestial Pilothouse	US\$ 268,000
1987	51' Beneteau Idylle 15.5	US\$ 160,000
1988	52' Grand Soleil	US\$ 275,000
1995	53' Super Maramu (Reduced!!!)	US\$ 329,000
1982	53' Hatteras Luxury Cruiser	US\$ 254,000
1994	55' Oyster 55	US\$ 776,000
1973	56' Visch Motor Yacht	US\$ 150,000

MULTIHULLS

1993	36.5' Dean Catamaran (Reduced!!!)	US\$ 99,500
2002	37' Fountainie Pajot	US\$ 325,000
2001	43' Lagoon Catamaran	US\$ 359,000
1998	47' Gancel Catamaran	US\$ 168,000
1980	54' Norman Cross Trimaran	US\$ 295,000
1995	55' Custom Built Trimaran	US\$ 350,000
1991	55' Lagoon Catamaran	US\$ 559,000
1990	72' Alumaire (Luoebin) Catamaran	US\$ 1,190,000

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A good alternative has developed 300 metres farther south, in front of the Rumber. A new dock has been built, with a depth of two metres and 24-hour security. Water and electricity will be available shortly, with authorities for clearance only 100 metres away. The helpful guy who is watching the dinghies speaks English, German and Spanish. There are several businesses around, e.g. dive shop, sailmaker, mechanic for outboards, and a small supermarket. Just around the corner are several day-time restaurants and therefore it's easy to find a taxi there.

Porlamar is a very important anchorage for hundreds of yachts who sail the Caribbean and want to stay out of the hurricane belt in summer. This new infrastructural development is definitely going in the right direction. By the way, we haven't heard of any piracy attacks or other burglaries in the 2007 season so far.

Gabriele Drucker
S/Y September

Dear Compass Readers,

Anybody who has been to Bequia during the past month will have probably seen the high wall that has sprung up to block the path over the headland between Plantation House and Princess Margaret Beach.

Ugly and threatening, it is topped with broken glass with menacing strands of razor wire at the sides to reinforce the message that YOU ARE NOT WANTED HERE.

How can it be that a path which has been in use for hundreds of years, so by normal criteria must have established a clear right-of-way, be blocked and amenity destroyed in this way? Who has allowed it to happen? More important, who in Bequia has the authority to get it removed?

Almost everybody in Bequia one speaks to is perplexed and angry at this selfish destruction of amenity.

Richard and Suzanna Roxburgh
S/V Mirounga

Dear Compass,

One of the more charming features offered by Bequia is the bayside footpath that starts in Port Elizabeth



Surprise! A recently constructed concrete-block wall topped with broken glass (right) now confronts visitors and locals alike who are accustomed to walking the scenic trail along Admiralty Bay from Plantation House to Princess Margaret Beach

and winds along the Belmont waterfront passing bars, restaurants and boutiques. Continue along to the end of the Sunny Caribbee (Plantation House) beach, and stone steps invite you to climb the hill up and over to Tony Gibbons (a.k.a. Princess Margaret) Beach. At the height of the land you get a spectacular view of this beach. Continue on to the end of Tony Gibbons beach and you can climb the next headland over to Lower Bay where there are more beach-bars and restaurants.

I have been writing about this convenient and attractive path for many years in the guidebooks I write for yachtspeople, and I encourage them to enjoy this delightful, shady, ecological walkway. It is also well used by all visitors who stay in hotels and cottages around the waterfront. Along with this tourist traffic, it is regularly used by locals. It has been so ever since I first came here, over 35 years ago, and I am told it was a major path for Bequians going back a hundred years or more. Even recently, work was done

on this path by youth from the Paget Farm Sports Culture and Environmental Organization, who planned to continue upgrading it by putting in hand rails in the steep spots.

So, imagine my surprise when I walked along the path in early December to be met by a huge, ugly concrete-block wall, topped with jagged shards of broken glass and complete with razor wire, built right across it! This is towards the top of the headland that separates the Sunny Caribbee beach from Tony Gibbons Beach. Yes, the property is private, but is not a major path that has been used for generations a de facto and legal right-of-way?

I discovered that the property owners had put in the newspapers an advertisement stating this was private land, not a public right-of-way. But does wishing this and advertising it make it so? (There was nothing in the advertisement stating clearly this long established right-of-way was to be closed or saying where objections could be posted.) Michael Connell, Chairman of the Bequia Tourism Association, tells me he wrote to Anthony Bowman of the St. Vincent & the Grenadines' Physical Planning Unit as soon as he saw the ad and has not yet had a reply.

I discussed the matter with Herman Belmar, Deputy Director of Grenadines' Affairs. He tells me once he took Mr. Bowman to the spot where the wall was subsequently built. Mr. Belmar says that at the time Mr. Bowman expressed a view that agreed with his: that this traditional right-of-way should stay open.

Did the planning board give permission for this wall to be built and a right-of-way that is part of both Bequia's heritage and its tourism product destroyed? If so, can the SVG Physical Planning Unit tell us why this decision was reached and if there is any right of appeal? If not, has this structure been built unlawfully? If so what action will the planning board take to ensure these landowners remove this wall and reopen the right-of-way?

Chris Doyle
Yacht Ti Kanot

Editor's note: We e-mailed the Planning Board in St. Vincent offering to publish a response, but one was not received by press time.

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Letter of the Month

Dear *Compass*,

I want to clarify a couple of points made in the October issue's article about cruising Venezuela's Paria Peninsula by Elaine Conklin of *S/V Manana*.

The discrepancy in dates [of incidents of crimes against cruisers on the north coast of the Peninsula] from Noonsite, which Elaine used as her primary source, and the dates cited by the *Compass*, are due to Noonsite's using the date when the report came in, rather than the date of occurrence. Several of the reports were forwarded by Jack Dausend of Trinidad's boating newsletter, *The Boca*, as well as the footnote concerning the incident with the yacht *Dutch Concrete*, and several others are one-line reports giving few details.

In addition to the incidents listed, the Caribbean Safety and Security Net has logged four more reports, in the January 2003 to February 2004 time frame, as well as one yacht reported missing (never found) and one yacht found with no one onboard along this section of coast.

Although the number of crime reports from this area has decreased, it is noteworthy that every report received by the Caribbean Safety and Security Net from the Paria Peninsula for the past seven years involved assault and robbery — a distinction unique within our cruising grounds. It was these reports, along with the fatal assault on *Les Chouans* in 2004, which spurred the Venezuelan safety organization ONSA to increase the threat level for the Paria Peninsula to "high risk" (see www.onsa.org.ve/riskzonesmaps). At that same time, both the United States Embassy and the French Embassy in Caracas notified their citizens that this was an area to be avoided.

As Elaine says in her article, this whole scenario is unfortunate, because the local folks who live along this beautiful coast are quite welcoming to visitors. In fact, Robert Monnier of *S/V Myriad* reported that when his yacht was boarded in Punta Pargo in 2004, the fishermen on the boat anchored nearby welcomed him to spend the rest of the night on their boat.

I have also received reports that the Venezuelan Navy and Coast Guard have stepped up their patrols, to combat drug-running as well as acts of piracy against their own citizens. In fact, some of the very fishermen who are welcoming to cruisers have been themselves victims of these pirates who have stolen primarily their outboards.

It is impossible to tell whether the decrease in reported incidents since 2004 is due to the patrols or to the lack of transient cruising boat population, but it is probably a bit of both. Does that make it safe to stop along this coast? As Elaine indicates, it is a personal decision for the captain and crew, but I would caution anyone considering this route between Trinidad and Margarita to practice all possible precautions (see www.safetyandsecuritynet.com for a lengthy list of suggestions accumulated from cruisers over the past 11 years).

Melodye Pompa

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for the Caribbean Safety and Security Net

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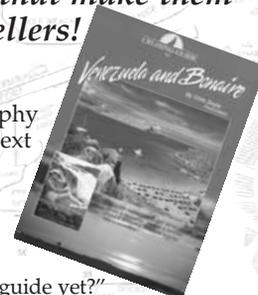
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Being Unprepared for a Crossing

by Jane Baum

Before any crossing, most boaters — ourselves included — like to have a good dinner and a quiet evening preparing our boat for the journey. You set your route, put away things that can fly around the cabin should the waves or wind pick up and, most important, you get a good night's rest.

We are Dick and Jane Baum aboard sailing vessel *Cheetah II*. We left Washington, North Carolina, in October 2006 and slowly worked our way down the island chain through the Bahamas, Turks, Dominican Republic, Puerto Rico and the Leeward and Windward Islands. On the fourth of July 2007, we arrived in Trinidad, a place deemed by most boats' insurance as being safe to spend the hurricane season. We also had heard from friends that this was the place to get routine boat work done: paint the bottom, replace the zincs, and the list goes on. I had also heard that material is inexpensive and wanted to get the upholstery redone.

We spent four months, two days and lots of money on the boat in Chaguaramas, the boat-service center of Trinidad. We also spent money touring the countryside, and at the local markets, stores and restaurants. We made lots of new local friends and enjoyed what the island had to offer. Then hurricane season was almost over and it was time to start sailing back up the island chain.

The morning of Friday, November 2nd, 2007, was spent filling the tanks with water and diesel. We than met friends for a belated/early birthday lunch. After lunch, the four of us went to check out of Immigration (they were very friendly) and then went to Customs. The man at Customs told us how much we owed for harbor fees; we paid and left. Of course our next stop was the duty-free shop. By the time we got back to our boats, the winds had picked up and we all decided to go a couple miles up the coast to quiet Scotland Bay, where we would be staging our early morning (4:00AM) departure. This bay, easy to get in and out of heading north, is where every-one stays before heading out at first light. By the time we got to the anchorage and dropped the hook it was 5:30PM. There were 21 boats in the anchorage.

Here our story becomes strange. We watched as a boat approached our friends on *S/V Non Linear*. It stayed there 15 minutes or so, then headed our way. Looking through the binoculars, Dick said that it was a Customs boat. It went around a British-flagged yacht, then a Canadian-flagged yacht, then a French-flagged yacht to get to us — a US-flagged yacht. There were eight men from Customs, fully armed. They asked to see our papers, which we showed them.

The head guy then said, "You must leave our country right now"! Dick told them that we planned on leaving at first light and that we just weren't ready to go to sea. The officer said he did not care what our problem was and to leave immediately.

The Customs boat then circled a couple of other yachts (one was French-flagged and one British-flagged) and went to another US-flagged yacht. They told them also that they had to leave immediately. Would you believe that the last boat they went to in the harbor was another US-flagged boat?

Is it a coincidence that only US-flagged boats were among the five tagged? I don't know. We've talked to other boaters who have stayed the night at this anchorage before taking off in the morning and they have never had any problems. Have we done something to upset the officials? I don't know.

What I do know is that leaving the anchorage at night, with no rest, and with the boat unprepared, was dangerous for us. What I do know is that the winds and the seas were not yet settled as they would have been in the morning. What I do know is that only US-flagged boats were told to leave the anchorage.

If the law has changed, it isn't printed on the paper you get from Immigration or Customs, but you only do have ONE hour to leave the country after clearing out. Is that realistic? Not really — it takes longer after checking out to leave Chaguaramas harbor and get out of Trinidad waters.

Do I feel that we were unnecessarily targeted? You bet! Will we come back to Trinidad? NO WAY!

Editor's note: We asked the Yacht Services Association of Trinidad & Tobago (YSATT) to help clarify the situation. YSATT spoke with the Customs Officer in Charge at Chaguaramas, Mr. Khan, and provided the following information:

Customs requires vessels leaving Trinidad & Tobago to depart no later than two hours after checking out. The vessel must be on its way; overnight stops are not permitted in any of the outlying bays or islands. Customs, through their Marine Interdiction Unit (MIU), has been recording daily departures and undertaking spot checks to ensure that foreign yachts within Trinidad & Tobago waters are here legally. Mr. Khan confirmed that he was aware of this particular incident. He stated that the checks were not targeted at any nationality and that the checks are intelligence led. The MIU works with Caribbean and US Customs intelligence. Checks by the MIU will incur overtime fees.

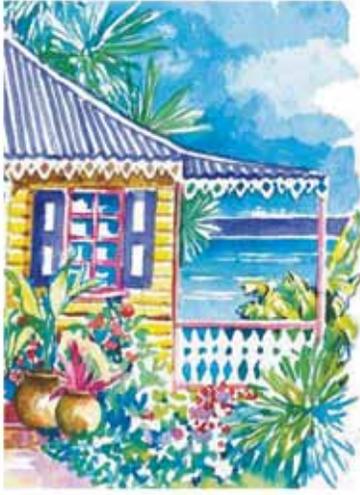
Should an emergency situation (e.g. engine trouble, personal injury) require a stop, it is advised that you immediately contact Customs to clear back in. Customs will make allowances if the situation warrants it.

Mr. Khan reminds us that the Customs and Excise Division in Chaguaramas is open 24 hours a day, seven days a week, except between 12 noon and 1:00PM when the offices are closed for lunch. Regular working hours are Monday to Friday, 8:00AM until 12 noon and 1:00PM until 4:00PM. Any transactions occurring outside of these hours will incur overtime fees.

The procedure for purchasing goods duty free during extended hours is as follows:

- 1) Advise Customs of your intent to leave at an unusual hour; pre-fill your departure form for Customs to hold. When you are actually leaving, return to Customs to finalize the time of departure and then go.
- 2) Customs will prepare a stamped and signed note of intent to depart, and inform the duty free shop that they have approved the sale of duty-free goods. You are free to go and do your last minute duty free shopping.
- 3) Upon purchase, the duty free shop will send the goods to Customs; these goods will be released to you upon your departure.

T&T Customs provides 24-hour service to cruisers, and yacht-in-transit facilitation for yacht spares and parts. Further enquiries may be made at the Customs and Excise Division in Chaguaramas or the YSATT office at CrewsInn.



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JANUARY & FEBRUARY 2008

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

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

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2	0710	25	0216	14	1825	
3	0755	26	0306	15	1927	
4	0841	27	0342	16	2029	
5	0931	28	0423	17	2130	
6	1023	29	0505	18	2226	
7	1116	30	0548	19	2319	
8	1210	(new) 31	0634	20	0000	(full)
9		1301		21	2342	
10	1351			22	0000	
11	1438			23	0007	
12	1524			24	0057	
13	1609			25	0135	
14	1655			26	0217	
15	1744			27	0259	
16	1836			28	0342	
17	1932			(new) 29	0427	
18	2033			30	0514	
19	2137			31	0604	
20	2241					
21	2342					

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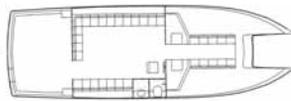
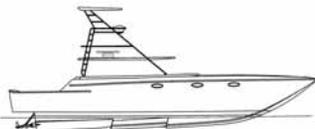
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WHAT'S ON MY MIND

Yes, Crimes Against Yachts Are Down, But...

by Melodye Pompa

After some 11 years of increasing numbers of reports to the Caribbean Safety and Security Net, 2007 appears (as I write this) to show a substantial drop in reports of crimes against yachts: 47 through the end of October as compared to 113 for each of the years 2005 and 2006. While November and December are traditionally busy months in terms of reports, it is likely we will end 2007 with less than half the number of reports of 2006, and the number of crimes involving weapons and/or violence is down by even more.

Taken as a percentage of the total number of reports received for the year, the BVI is up, as are Grenada and St. Lucia (while the actual number of reports is down), St. Vincent & the Grenadines remains constant, and Trinidad and Venezuela have significantly lower portions of the total. Dominica continues to have few problems since the start-up of their security patrols in 2006, organized and operated by the private sector.



A nearly empty Reduit Beach (Rodney Bay) anchorage in early April 2007, a time of year when there used to be lots of boats at anchor

The Security Net still receives few reports from Trinidad and the Virgin Islands (both US and British) unless there is a cruising boat with SSB radio making the report. Casual conversations with crews who spend time in both places indicate that the level of incidents in Trinidad remains the same as last year, although many are not reported, and those in the BVI (mostly charter boats with no HF radio capability) are actually on the rise, and this is reflected in the few reports received.

Some of the perception of increased crime is just that: perception. With the increased availability of e-mail, the Internet, on-line forums, blogs, and personal websites, rumors are flowing at a rate that makes crimes appear to be happening at a frequency more like the early days of the Security Net. For instance, a single boarding in Petit Saint Vincent last June quickly turned into "five boardings of Moorings charter yachts in the Tobago Cays". After a number of days of checking, it turned out that, indeed, there was one single boarding — someone overheard someone else on the VHF and the rumor spread.

Some of the responsibility for the decrease in reports is directly tied to increased patrols in Venezuelan and Colombian waters by their Navies and Coast Guards, in an effort to stop drug traffic and to curtail acts of piracy against Venezuelan and Colombian citizens who are boatowners, and cruising yachts have been beneficiaries of these patrols. The commandant of the Colombian Coast Guard has met with cruisers in Cartagena and presented several suggestions for improved cruiser safety, and these have obviously paid off. Contrast that with the Eastern Caribbean where virtually all yacht-security expenses are borne by the private sector.

Dominica, and particularly Prince Rupert Bay with the inauguration of its nightly security patrols, has seen reports drop from 15 in 2005, to four in 2006, to a single incident in 2007. The businesses that support these patrols have every intention of continuing to provide this service for their yachting guests.

Some of the decrease in reports is also due to increased vigilance by yachtspeople themselves, both cruisers and charterers. Nearly all the dinghies at any dinghy dock from Dominica southward are locked. Most yachts now lock or lift their dinghy at night, even the small wooden ones with two-horsepower outboards. If the crew is leaving the yacht, the companionway and hatches are locked, especially at night, although I still see a few left open on unattended boats during the day.

A decreasing rate of reports appears to be good news, but the reports from a given country or island must be viewed in context of the transient yacht population — a smaller yacht population means fewer incidents of crime (i.e., fewer opportunities).

—Continued on next page



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—Continued from previous page

With more stringent insurance regulations, fewer yachts are spending much time in St. Lucia, St. Vincent and Grenada. They move quickly from St. Martin, Antigua and the Virgins south to Trinidad and Venezuela for the hurricane season. In addition, many more yachts are sailing west to the ABCs and the western Caribbean and on to the Pacific to escape the perceived crime problems in the island chain. Increased bureaucracy, rising costs, and the loss of the serenity once associated with the Caribbean are also given as reasons by those abandoning Eastern Caribbean waters.

During the two months we spent in St. Lucia last spring, there was a noticeable decline in the number of yachts at anchor in Rodney Bay. While reports from Rodney Bay Marina indicate an upswing of some 23 percent in occupied berths at the marina during World Cup Cricket, the decline out in the bay was at least that much, leading me to believe that those who usually anchored had moved into the marina for security reasons.

Grenada, too, has far fewer yachts spending long periods of time, with the exception of those stored on the hard for hurricane season. In the late 1990s and early 2000s, the daily count ran between 400 and 500 for the time frame of July through November; based on observations by several visiting yachts this year, there were probably fewer than 100 total in all Grenada anchorages. The construction of Port Louis Marina in St. George's Lagoon has blocked those who used to spend several days or weeks there doing their shopping (and based on the comments of Mr. De Savary in the November *Compass*, that is unlikely to change), Mount Hartman Bay has no amenities including transportation to town, and Prickly Bay, while providing easy access to shopping and services, now displays what looks like a beached whale carcass on the site of what used to be the "prettiest boatyard in the Caribbean". Only the Hog Island/Clarks Court Bay area has come anywhere close to maintaining its boat population.

With entry fees being charged in the Tobago Cays Marine Park, those cruising yachts that formerly spent one or two months in the Cays are now bypassing them altogether or spending a week or so in Mayreau. Some have expanded the time spent in Union Island's Clifton Harbour or in Chatham Bay, but not in sufficient quantities to make up for the loss of days in the Cays. When we passed through Bequia last June, we saw far fewer yachts than in the past for that time of year: one prominent marine-related businessman asked me, "Where are all the boats?"

Nearly one year after the OECS Crimes Against Yachts Meeting in St. Lucia, in December 2006, there is little visible evidence of efforts by governments and most NGOs to protect their yachting tourism revenue, and yachts are voting with their anchors by not spending time where they do not feel safe. Late last spring an official in St. Lucia said that his records indicate fewer than half the yacht-days in 2007 as St. Lucia experienced in 2006; whether or not that decrease will be evident when yachting revenues for 2007 are calculated remains to be seen.

There continue to be jurisdictional issues in the southern Grenadines, where a crime is committed in Carriacou or Petite Martinique (Grenada waters), and the perpetrator speeds over to Union Island (St. Vincent & the Grenadines waters) where he is unlikely to be prosecuted. Or a charter boat is boarded in PSV and the boarder escapes to Petite Martinique.

There are plans in the works in Union Island, the Tobago Cays Marine Park, St. Lucia, and Grenada to implement measures to deal with crime against yachts but nothing is in effect at this point. The much-heralded Ports Police patrol boat in Rodney Bay (funded by several marine businesses) sat at the dock during the entire time we were in Rodney Bay, as evidenced by the long grass skirt growing along its waterline.

There is still no central database for gathering any meaningful statistics on yachting visitors (in terms of yacht days, not yachts clearing in) to which we can compare the number of reports. As such, the reporting numbers are raw data and without much meaning in demonstrating progress or regression.

Tying these two indicators to yachting tourism revenue is also meaningless, with the remaining single indicator the revenue figures themselves. If those numbers are down from 2006, or for any combination of years, the various governments and marine trades organizations must devise ways of taking accurate measures. Without the recognition that the perception of crime in an anchorage or a country is causing the decline, efforts to boost that revenue by building additional services and marinas are wasted efforts.

Melodye Pompa, cruising the Caribbean aboard S/V Second Millennium, is the net controller of the Caribbean Safety and Security Net.

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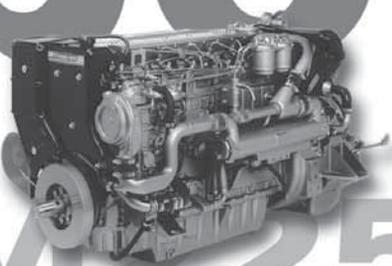


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