

Seven Seas Cruising Association

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Longtime SSCA members Bill and Judy Rohde have cruised aboard *Jubilee* through all five Great Lakes. In 2008 they sailed down the St. Lawrence Seaway to Maine and points south, subsequently spending seven winter cruising seasons exploring the Bahamas and Caribbean while continuing to keep their oars in Great Lakes waters during the summer months. Turn the page to read more about our newest Cruising Station Hosts.



Commodores' Bulletin

May 2016

CRUISING STATION UPDATE Bayfield, Wisconsin, Lake Superior (plus Overall Great Lakes)

Bill and Judy Rohde have been Associate Members of SSCA since the late 1980s. Their cruising exploits through 2008 focused on Lake Superior and the other four Great Lakes aboard their various sailboats they owned over the years. Since 1990 they've cruised their current boat, the Tayana Vancouver 42 Pilothouse Cutter, *Jubilee*, through all five Great Lakes. In 2008 they sailed down the St. Lawrence Seaway and around the Maritimes to Maine and points south, subsequently spending seven southern winter cruising seasons exploring the Bahamas, Turks and Caicos, Dominican Republic and Leeward Islands while continuing to keep their oars in Great Lakes waters during the summer months. For more information about their ocean cruising exploits click their cruising blog, "Journey of the *Jubilee*" at <http://jubilee.typepad.com/>.



Bill and Judy have been active members of the Great Lakes Cruising Club (GLCC) for 33 years. Initially formed in 1934 to share Great Lakes cruising information and foster camaraderie among cruising boaters, the GLCC has grown to over 2,500 U.S. and Canadian sail and power boaters who actively cruise the Great Lakes. Bill is currently a member of GLCC's Board of Directors as well as Coordinator for its GLCC School, an Internet-based cruising school similar to SSCA's SSU, but with its focus being Great Lakes cruising. They are also recipients of the GLCC's Admiral Bayfield Award for extensively cruising all five Great Lakes, and Bill has also been the longtime GLCC Port Captain and Deputy Port Captain for Bayfield, Wisconsin, their home port on western Lake Superior. GLCC Port Captains serve a similar function as Cruising Station Hosts do for SSCA.

As Bill states, "During our several years cruising the east coast, Bahamas and Caribbean we've benefitted greatly from the resources available to SSCA members. Knowing that many SSCA members at one point or another venture north to explore the Great Lakes, as SSCA Great Lakes Cruising Station Hosts we're hoping we can perhaps be as helpful to those fellow SSCA members as other SSCA members have been to us

(continued on page 32)



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RECOMMENDED COMMODORES

Welcome Aboard

Maje Brennan and Tom Baker *Silver Penny* St. Thomas, USVI

Fourth Month

Skip Gundlach and Lydia Fell *Flying Pig* St. Thomas, USVI

Third Month

Tom Hale and Cristina Sison *Tadhana* Annapolis, MD

Marian and Jean Marc Papon *Odyssee* Charleston, SC

Daria and Alex Blackwell *Aleria* Westport, Ireland

Second Month

Larry and Tanya McNeil *Liahona* Inglis, FL

Steve and Ruth Rosenthal *Clear Day* Boston, MA

David and Jan Irons *Winterlude* Neoga, IL

First Month

Mark and Beverly MacMahon *Calypso* Punta Gorda, FL

We “B” Gammin’ - 2016 SSCA Gams

Trinidad New Year’s Day Gam – Jan. 1

Puerto Vallarta Gam (Mexico) – April 15

Essex Summer Solstice Gam (Essex, CT) – June 18-20

Penobscot Bay (Downeast) Gam (Maine) – July 30

Annapolis Gam (Camp Letts, MD) – Sept. 30-Oct. 2

Melbourne Gam (Florida) – Nov. 11-13

Pohnpei Gam (Federated States of Micronesia) – Dec. 26

Important Note from the Editor

SSCA reserves the right to edit the letters printed in the *SSCA Commodores’ Bulletin*. Additionally, the SSCA reserves the right to publish letters on appropriate websites and in compilations, unless specifically requested otherwise. SSCA assumes no responsibility for the accuracy or validity of information printed in the *SSCA Commodores’ Bulletin*. Furthermore, the opinions stated in the *SSCA Commodores’ Bulletin*, either expressed or implied, do not necessarily reflect those of Seven Seas Cruising Association, Inc. SSCA greatly appreciates the support of its sponsors, but in keeping with our tradition, our acceptance of sponsorship does not constitute an endorsement of any company or product.

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LETTERS FROM OUR MEMBERS

Ocean Dream – 34.5' Westerly – 4.9' draft – February 2016

Subject /Area: **Turkey Less Traveled**

Dear SSCA,

Most cruisers of Turkey are familiar with the area from Bodrum to Antalya. This is probably the most traveled part of the Turkish Coast. The route from Istanbul to Bodrum is also familiar to many who have traveled down the Danube to the Black Sea. However, there is another interesting part of Turkey that is very rewarding, if somewhat unexplored by most cruisers. This seldom-traveled coast is from Antalya to Mersin. There are a few good marinas, many fishing shelters, some beautiful anchorages and many historical sites to visit for those who enjoy a little adventure. The winds are lighter here with no *meltemis*. The worst weather we encountered was one morning of fog when leaving Gazipasa. So, let me begin to tell of our adventures and what we encountered, and more details can be found at cruisingtips.net/blog.

The first town of interest past Antalya is Side. There is a shallow harbor (3-4m in depth) where the commercial boats go and it would be suitable for smaller boats, but it is a bit busy during summer. An alternative to this is to anchor around the southeastern side of the bay north of the anchorage. Here you can find some protection from the afternoon winds. Side was the Roman capital of the area and so there are ruins of a large city with amphitheater. It's well worth visiting and there are many restaurants, bars and small hotels throughout this small town. Also, there are many shopping opportunities here for local products.

On our travels we decided to go up the Manavgat River (36°44'0N, 31°29'6E), about five miles SE around the corner from Side. The entrance is a little tricky if it is windy, because there is a current to consider, but it's very safe in moderate weather. One can travel up the river about five miles until reaching a bridge (power boats can go farther into town). The depths are 3-5m, but can shallow up on the edges. There is a nice restaurant that we anchored near, a few miles up the river. The river is very peaceful and white cranes perched in a tree next to our boat every night (a little noisy until they got settled in). We took the dinghy up a small creek with a jungle of vegetation just for fun. Since there are many gulleys up this river there is much traffic, so one must stay anchored out of the main stream or tied up to another boat. A dinghy with an outboard is handy to explore the town, which begins after the bridge. There are many restaurants and shops.



Many have heard about Alanya. The marina had some problems with surge and since has built another breakwater to combat this problem. The marina is well-equipped; however, it lacks potable water. It is a marina in progress and the boaters here have adapted. It is a good stopover on the way east and boats can check in and out of this port. A bus goes into town from the marina and the castle and red tower in town are worth seeing. There is a great view of the city harbor from there and pirate ships



are everywhere for this was once a pirate haven.

The next harbor is Gazipasa. This is a planned marina that has not been completed. We anchored in the middle in about 5m. There is a lovely beach north of the harbor where turtles come in to lay their eggs. There are a few good restaurants on the beach; sometimes they are open. The walk into town is a bit far,

but provisions can be had there. Trajan came to Gazipasa on his way to Palestine. Unfortunately, he did not complete the trip and his very large tomb can still be seen. Hikers will enjoy a paved trail up on the mountain south of the marina where one can visit a fort and get a great view of the area. This climb is a bit steep and long and probably what caused Trajan's stroke, so be careful when climbing and bring lots of water.



Traveling farther we passed Anamur.

One can anchor off the ruins at Anamur Burnu and visit Mamure Castle in calm weather. We decided to go into Bozyazi. This is a commercial harbor with a coast guard boat stationed here (which might check you out). We anchored in the harbor in 3m of mud. Power and water can be had at the west end of the harbor tied to concrete. A fee is paid to the fishing co-op here. This is a quiet and very well-protected harbor. There are a few buses that will take one to Anamur or the town of Bozyazi.

Soguksu Limani (36°08.0N, 033°17.7E) was our next stop. We anchored in 5m in sand on the eastern side. There is a cold water creek that flows into the bay making it a cool treat in summer. It is open to the south, but protected from the prevailing winds. There is a small hamlet here with a nice restaurant under some shady trees. Another quiet anchorage.

Aydincik (36°08.7N, 033°19.5E) is two miles ENE, where one enters into a calm well-protected harbor. This is a crowded and active fishing harbor, but with a little maneuvering a medium-sized boat can fit in. A fisherman just told us where we could tie up. On shore, there are several good restaurants and very friendly people. There are many Roman ruins up from the marina and a museum to visit. They are not always open, but we walked around many of the sites. There is a particular tile floor on display that depicts the early buildings surrounding the old harbor, which is worth seeing.

Gunlar is 16½ miles up the coast, opening up into a large bay (36°08.7N, 033°19.5E). We anchored in 4.8m on a sandy bottom. There is a village with a small grocery store and a few restaurants. There are many holiday villas here and the beach is long and sandy. This was another quiet anchorage.

Four miles farther along the coast is the harbor of Yeselovacik. This is a commercial harbor that was taken over by the cement factory being built on the southern end of the harbor. We anchored in the center in about 3m in mud. Provisions can be had here and there are a few restaurants. There are some hiking trails along the coast, going eastward, that reveal the beauty of this coast and it is easy to walk them. Just a mile or so on the

road heading inland, there is a site of early Roman tombs that were carved into the rock. There is a sign to point them out, but if you are not looking for them you will not see them through the weeds.

The next anchorage we stopped at was Tisan, which has two bays. The western bay is quite shallow and open to the prevailing SW winds. The easterly bay is much larger and deeper. We anchored in 5m on a sandy bottom. The island in the bay (Ovacik Adasi) provides protection from wind and waves, but the east and west ends have rocky shoals around them.



Care needs to be taken when rounding the western end, especially. There are many ruins on the peninsula, and a special site is a tiled floor that is just south of the anchorage. A small boat harbor on the south end of the beach is a great place to land the dinghy and visit ashore. There are hiking trails along the hills, great beaches and a few good restaurants to enjoy.

Traveling 10 miles eastward brings one to Bogsak (Agalimani). This is another peaceful anchorage. We anchored in 4.5m on a sandy bottom. There are very good fish restaurants ashore and a small grocery store in the town for minor supplies. Provencal Island (Bogsakada) is an island outside the anchorage that can be explored. However, be careful not to go when the seagulls are breeding and nesting there for obvious reasons. This was the site of the Provencal Order of the Knights of St. John and many ruins can be seen up close. It helps if you are good at making your own trails for this is little visited.

Tasucu was our next stop, just about five miles from Bogsak. Here we found a small ferry port and a small community of pleasure-boaters. We were welcomed by a member of the port police who showed us a place to tie up on the northern side and then were put in the hands of Mirac Guvenc (the volunteer dockmaster for the yachts, tel no. 0537 998 0519). Mirac is a knowledgeable person to ask about all kinds of provisions. He even arranged our haul-out at Kumkuyu. We enjoyed our time here with the local boaters. This is a great place for provisions with many major stores in town



and good restaurants. There is a ferry that goes to Kyrenia in Northern Cyprus. Also, one can go into the bustling town of Silifke by bus, where one can stock up on supplies and enjoy some good Turkish food. There is a fruit and vegetable market along the river that provides fresh farm produce.

From Tasucu one can journey to see the ruins of Olba, Uzuncaburç and visit the

4th century cave church of Azize Thecia (St. Thecla was an early disciple of St. Paul).

Tasucu harbor is a very safe harbor and it is a port of entry and exit. Exiting Turkey does not entail a governmental charge, but the local agent charged us 65 euros to exit. So, just a warning it is very stiff here and hopefully will change.

When leaving Tasucu, it is important to stay a good distance from the beach going south. There is a lighted buoy to aim towards when rounding the tip of Incekum Burnu.

After Tasucu, we headed up to Narlikuyu (36°26.7N, 034°07.0E) and anchored in the bay in 5.5m over sand. Here is a little mecca for fish lovers. There are many good fish restaurants here. Just a little walk from the fish restaurants is a small museum that houses a tile floor with the image of the famous Three Graces. Up the road a few kilometers is a Roman road to “Heaven” and “Hell.” “Hell” being a very large pit where early executions were performed, which can be viewed from the upper level. Then there is “Heaven,” which was probably considered so because in summer it is wonderfully cool cave with water streaming through it. There are also remains of a Byzantine church before entering the cave. The walk up and down is a bit strenuous, but worth the effort. On the street level is a restaurant where refreshments can be obtained after the walk. This area is worth some time to explore. There is an even smaller anchorage south of the town.



Our next stop was Kumkuyu (36°31.7N, 034°13.7E), which is a small marina with water, power, showers and haul out capabilities. This is a good do-it-yourself yard, if you already have your supplies. The staff is friendly and helpful and many locals keep their boats here for the summer (with the marina sponsoring parties) and then winter in Mersin. The rates are very reasonable. One can walk into town

for supplies and there are good restaurants outside the marina (you might find a roving pelican come through while dining for they are very brave).

Our final destination was Mersin Marina. This is a very large marina with full facilities surrounded by major shopping, restaurants and a Migros (large supermarket chain). It is very convenient for catching the bus into town for all kinds of shopping. From here we traveled by train to Tarsus, the home of St. Paul. Another ancient site that is easy to travel to from the marina is Soles-Pompeiopolis, revealing an ancient agora with a quarter-mile row of columns. Mersin is one of the largest cities in Turkey, so one can find almost anything here. There are a few chandlers in town that can supply some items. We stayed a month in Mersin and thoroughly enjoyed it. We had many more adventures and found more sites for anchoring than we thought possible. So, I would recommend considering cruising this part of Turkey. It might take a little more effort and sense of adventure, but we found it very rewarding.



COMMODORES MARY AND RICK MUNDEN

Winterlude – 37' Passport – 5.5' draft
Subject /Area: Exuma Cays Land & Sea Park

Dear SSCA,

Long on my cruising bucket list, the Exuma Land & Sea Park was the first land and sea preserve in the world. Founded in 1958, the park features 176 square miles protecting 18 islands known as cays, plus islets, sand spits and a spectacular blend of white sand beaches.

Of the 18 islands, many are private. Only Warderick Wells, Shroud, Hawksbill and Cambridge Cays have mooring fields that allow access to close surrounding cays for diving, snorkeling and exploration. Warderick Wells, park headquarters, has three mooring fields: North (22 mooring balls), Emerald Rock (26 mooring balls) and Hog Cay (six mooring balls).

Our first time at Warderick Wells, as with so much of our cruising, was dictated by weather. The forecast was calling for 25kn, gusting 30 with 40-50kn in squalls. Most of the Exuma islands are oriented north/south with absolutely no protection from the south, north or west. In looking at our options to hole up somewhere, the best location seemed to be Warderick Wells—if we could get into the North Mooring Field.

To get one of the 22 moorings, you must call the Exuma Park office on VHF Channel 9 at 9 a.m. either the morning you want the mooring or one day prior. You will be put on a waiting list and as boats leave, you'll be assigned a mooring. Moorings are currently (2/2016) \$20 a night—cheap for being able to stay at this gorgeous desert island in a rare anchorage protected from weather! Support the park by buying a Fleet Membership and you'll get priority on the waiting list as well as two complimentary mooring nights; http://www.bnt.bs/_m1906/BNT-Fleet-Membership.

The North Field moorings are single file by necessity. Coming in the channel, the narrow band of blue water is surrounded on both sides by white sandbars—a bit unnerving for us as first-timers.

At low tide, the sandbar is mere feet from your boat. Luckily the moorings have all been carefully measured for clearance and if they assign you a mooring, based on your boat's size and draft, you will not bump the sandbar, although we questioned how carefully they measured until after we were there a few days and fit snugly.

But there's more to this island than a quick stop for a day or two. What happens if weather and winds decree you hole up for a few days? What is there to do? To start, enjoy a spectacular blend of underwater coral gardens, colorful reef fish, some scary sharks, 1700s Loyalist settlement ruins and hiking on rocky bluffs overlooking watercolors in all shades of inky blue, teal, and aqua. Waves crashing on the bluffs shoot up through blowholes spouting overhead. Hidden soft sand beaches where yours are likely to be the only footprints. In short, there's plenty to do—and that's without hanging out on the beach for sunsetters with friends.

Our first night was one of the experiences you dream of when choosing to go cruising. A deserted island paradise, no residents except the Bahamas Defense Force outpost and the park ranger, and some of the most dramatic scenery we've encountered



anywhere.

Overlooking Warderick Wells, legendary BooBoo Hill provides a magnificent panoramic view of the central Exumas. Plus, legend has it that it's named BooBoo Hill because it's haunted by the souls of a missionary ship that went aground on the reef below and sank with everyone still aboard. Others will tell you that the missionaries are buried on BooBoo Hill beneath the rock cairns. Regardless, on moonlit nights with the wind howling supposedly you can hear them singing.



Tradition has it that if you leave an offering to King Neptune at the top of BooBoo Hill, you will incur good sailing and safe passages. Needless to say, anxious to please King Neptune, cruisers have been leaving driftwood offerings with the names of their vessels for years.

Some, obviously, come equipped with all the stuff to make the driftwood offering, or sometimes have it pre-made before arrival, but that takes all the fun out of it.

We Winterluders didn't give a thought to our contribution until we picked up a mooring in the shadow of BooBoo Hill. Our first hike after registering was to take in the amazing view—and then we were hooked looking at the hundreds of boat plaques—what fun to find other boats we knew that have gone before us!

The very next day, in search of a suitable piece of driftwood to make our own offering, we hiked over BooBoo Hill to BooBoo Beach, a wild windswept rocky beach on the leeward side of the island. There we found seaweed, coral, conch shells, zillions of sponges and even a big chunk of brain coral far from home, but very little driftwood.

Finally, David found the perfect chunk of driftwood for our project. Not too big (or too heavy to carry all the way back to the boat!) or too small to be missed in the piles of offerings. We certainly didn't want to go to all this trouble to have King Neptune not even notice!

Now came the hard part—what should we put on it and how do we inscribe it? This is where it would have been nice had we been a bit better prepared with some paint, a wood burner, anything. The “kid” boat next to us used finger paints covered with varnish for their contribution, but we had nothing like that available. In the end, I wrote on the driftwood with a Sharpie black permanent marker and David routed the letters using his trusty Dremel and a screwdriver for tight corners. Then I colored in the letters with the Sharpie.

The moral to our story is—if you go to The Exuma Land & Sea Park, make sure to take whatever you need to find your piece of driftwood and turn it into a masterpiece of art for King Neptune!

Returning to the boat, we pass Powerful Beach where the skeleton from a 53' sperm whale overlooks the powdery white sand. Another skeleton from a pilot whale reminds us of tragic interaction between humans and sea life. The whales died from ingested plastic. Please please please, do not let plastic go overboard—especially balloons and trash bags. Not only do they kill whales, but also sea turtles and other sea creatures.

Since we were trapped in paradise by weather for several days, we circumnavigated

the entire island—hiking and by dinghy. Over seven miles of trails make for some enjoyable daytrips, and the views are outstanding!

Our first excursion was to dinghy to Rendezvous Beach, where the trail to the 1700s Loyalist Ruins begins. Just as the American Revolution ended, colonists who had remained loyal to the British Crown had their property confiscated, and were forced to leave. Several families immigrated to the Exumas and founded a Loyalist settlement growing cotton as their hope for the future. The settlement flourished for several decades and then cotton crops failed early in the 1800s and the settlement went into a downward spiral with settlers finally abandoning their properties.



Of all the trails on Warderick Wells, the Exuma Sound trail is the longest and most demanding, but since the island is only a bit over two miles long, it's not that arduous. The biggest challenge was walking on the uneven rocky ledges with sharp rocky edges. The entire loop of the island took us most of the day—from 11 a.m. until 4 p.m.—we took lunch and had a picnic at the picnic tables at Pirate's Lair on the south end of the island.



Pirate's Lair looks over the Hog Cay mooring field and is in the exact bay from where pirates terrorized this part of the world. They established the Pirate's Lair, once inhabited by Blackbeard, Mary Read and Anne Bonney. There are even a couple of species of grass and palm that are found nowhere else in the Bahamas. The theory is that the seeds were carried in the pirate ships and when they came ashore to hang out, the seeds replanted themselves. Pirates could sail their ships into the bay in dark or light and be completely hidden from the shipping they were preying upon.

The Exuma Sound trail features hiking the bluffs/rocky cliffs on the Exuma Sound side. We hiked back along the beaches on the other side of the island until reaching the highest point on Warderick Wells where it seemed we could see forever.

Finally the weather gave us a break and, although we were almost out of time for the season's cruising, we were able to enjoy several days exploring Shroud and Hawksbill Cays by dinghy and kayak.

Our first morning in Shroud Cay, we were awakened by the strangest new creak. After muddling out of bed and trying to figure out this newest noise, we realized that it was coming from outside the boat. Sticking our heads out the companionway, we were greeted by the graceful flight of rare white-tailed Tropic Birds whirling and soaring on the wind. Shroud Cay is a stark, but beautiful mostly desert island and home to the rare birds who nest in the craggy nooks in the limestone rocks.

One of the attractions of Shroud Cay is the maze of creeks that riddle the island. In order to protect the fragile vegetation, wildlife and sea life, the Park has wisely decided to close all but one of the creeks to dinghy exploration. You can explore the others, you just cannot use any type of motorized craft—so it's OK to tilt up your outboard and use

your oars, but beware the current! A better bet would be kayaks. Too bad we didn't have time to stay here for a week to explore all the little creeks.

The northernmost of the creeks on Shroud Cay (and beware, this is quite a dinghy ride from the mooring field—go around the corner to the north and just keep going until you see a creek with an Exuma Land & Sea Park sign beside the entrance) is open to dinghy exploration. Be sure to go at mid to high tide—otherwise you might be walking your dinghy through parts of the creek that turn into sandbars. Also, be sure to know what the tide and current is for the duration—you don't want to get to the other side only to have to wait six hours for the tide to change!



Enjoy a leisurely dinghy ride through the winding creek until you get to the ocean side where the creek Y's—take the left Y to get to the “waterslide” and beach known as Camp Driftwood. Beach your dinghy and walk to the left around the corner to the beach. The legend has it that a sailor-turned-hermit built Camp Driftwood—cutting steps into the steep hill (most of them have washed away by now) and lived like Robinson Crusoe above Exuma Sound. Later the U.S. took advantage of the scenic vista to spy on Carlos Lehder's drug cartel, headquartered just to the north on Norman Cay.

Don't forget to relax and enjoy the beautiful beaches of the Exuma Land & Sea Park. Pack a picnic and some drinks and enjoy one of the few places where your footprints may be the only ones on the beach! Wow!

For more information on the Exuma Cays Land & Sea Park go to <http://exumapark.org>.

RECOMMENDED COMMODORES JAN AND DAVID IRONS

***Crystal Blues* – 50' Denis Ganley – 6' draft** Subject/Area: **Maldives**

Dear SSCA,

Cruising in Malé, Maldives

Before we can see land, we study that landfall on our charting system. The approach to Malé, the capital of the Maldives, is especially exciting—just look at all those reefs. *Crystal Blues* arrived in Malé after a five-day crossing from Trincomalee in Sri Lanka. From closer in, Malé rises from the sea in an amazing display of tight communal living on a very small tropical island.



We had planned an early morning arrival and all was going to plan until huge black clouds began dumping rain on Malé ahead of us. So we altered course and headed out to sea, away from the tropical storm. We tracked the storm on the radar and when it started to dissipate we headed back to Malé.

Our emailed instructions from our agent, Real Sea Hawks, asked us to drop anchor in 40m and wait. Ley lost sight of the anchor at 17m; the water color and clarity is



Ley diving at last in clear water, just a few miles from Malé.

stunning. We waited for four hours, but the officials were pleasant to deal with and after clearance we motored to the anchorage near the airport.

The lagoon anchorage in Malé is just past the end of the runway and with building construction at the far end there is plenty happening. Neil is in “plane spotting heaven” with ancient Twin Otter sea planes continually flying overhead. We slept well at

anchor that night and headed into Malé town the next day for provisions.

Malé was a surprise to us—certainly more sophisticated and switched on than we expected. From a cruising sailor’s perspective it is an excellent place to provision before exploring the atolls and offers a very complete range of boating support services.

Arrival Formalities

You should appoint an agent well before arrival, agreeing on fees and charges at that time. If you are clearing in at Uligamu in the north, Real Sea Hawks provide great service through Assad, one of the business managers. Unfortunately, that same level of confident service is not always provided in Malé. So if you are clearing in to Malé you will need to manage the local representative somewhat more. Alternately, you could utilize Antrac, a competitive agency in Malé who provides outstanding service here, though at a more expensive price.

Clearance here is simple enough—call Harbor Control on approach and advise them who your agent is. Anchor at the nominated location and wait for the visit from Customs, Immigration and Coast Guard. They will all come together, along with your agent. Calling your agent on arrival will speed things somewhat—in the end we waited four hours, anchored in 42m water on the northern side of the island. All of the officials were perfectly professional. There were a brace of forms to be completed, and they did want a complete schedule of all drugs and medicines on board—we keep that document on file and updated, so it was simple for us to print it and hand it over.

Hulhumale Anchorage

After clearance, yachts are required to move to the lagoon anchorage at Hulhumale. The new entrance there is shown accurately on iPad/Navionics, and the lagoon is generally 6-8m deep throughout. Anchorage at the northern end is suggested to keep away from ferries and commercial traffic.

This is a busy place, especially on Fridays and Saturdays when the expedition boats discharge and reload with passengers. Aircraft and construction noise also make a contribution during daylight hours.

The water is clean enough to run your RO plant, and potable water can be delivered by barge or taken on-board at one of the docks (south of the ferry terminal).



S/V Morning Glory loads diesel from the fuel barge in Hulhumale anchorage.

Diesel fuel can also be delivered by barge—we paid \$0.72 USD per liter for excellent quality fuel.

Hulhumale Island

Hulhumale Island is a dormitory suburb, growing rapidly and housing many airport workers. A causeway now connects it to the airport, and regular bus service is available. Local taxis are available, and shops near the ferry terminal offer a basic range of goods, including some restaurants. However, the real action is across the water on Malé.

Out and About In Malé

This is a compact, but busy capital city that can be toured on foot or using fixed-price local taxis (25Rf per ride). Most businesspeople have reasonable English.

ATMs will serve your cash along the western waterfront, close to the ferry terminal. Internet services are fast and reasonably priced, with good coverage. We purchased two SIM cards, one from each of the two service providers.

The Maldives is a maritime nation, and there is no shortage of marine service providers, mechanics, and chandlery stores in Malé. Try Seagull Marine or D Blue Marine for starters.

Here you will also find all the fresh produce, dry goods, frozen meats, cheeses and specialty items that you could want, except of course, pork and alcohol. Fresh produce at Fantasy supermarket or at Seagull Foods is excellent. The produce market on the waterfront also provided great quality fruit and vegetables. The local delicacies are also worth trying—delicious tuna cakes (a small flat pancake with lime and chili seasoning), the local chocolate that is shredded coconut with chocolate wrapped in a banana leaf.

For dining we recommend the Jade Bistro on the waterfront not far from the Hulhumale ferry terminal, or (better still) the Seagull House Cafe, in the heart of town on Chandhane Magu.

Learn that “Magu” means “Street”, and you’re away. By the way, “thank you” here is “shukria”. Enjoy Malé—both the people and the city are very welcoming.

Cruising South Ari Atoll, Maldives

The weather here had some boats (including us) complaining about the heat in the afternoon, when it’s well above 90°F in the shade. However the mornings are glorious and the sunsets are special. The water is clear and the swimming is fabulous.

We’re 210 miles north of the equator, which we plan to be well south of before the end of this month. But it’s slow travel, a few miles each day. We’re re-adapting to cruising in coral reef areas—it has been a while for us.

Today we moved from Dhangethi to Dhigurah, choosing to stay inside the Ari lagoon instead of making the transit at sea. Only a 10 mile transit, but Ley stood watch on the bow looking for coral patches and we navigated completely using charts made from Google Earth—they are the only accurate reference we have.

Each day we explore our new locale by dinghy, looking at sea life and the shoreline. Today we saw numerous turtles, a beautiful grey crane, many bats and of course a lot of



fish. Ley was escorted on her beach walk by four small reef sharks—tracking her from the shallows.

Farther offshore, our local friend, Captain Najib, took his guests swimming with the whale sharks, then brought them in closer to us to see the manta rays. Najib captains *Dream Maldives*, an 82' catamaran that hosts just 12 guests. We've been fortunate to spend some time aboard with him and his guests, and to learn the whale shark locations from him.

Of course the swimming here is special, in brilliantly clear water most of the time. That changes when the reef is spawning around the full moon, so for the past few days we've had reef muck on the water surface. This mass evacuation of DNA from the coral is essential to the cycle of life, but what a mess it makes on the side of the hull. The water temperature here, at 8:30 p.m. was 28.8° centigrade—just a little cooler than we had in Thailand. Of course the waters offshore here are much deeper, and are fed by currents that range across the Indian Ocean. It has to be cooler. Some of our swimming is sight-seeing, with mask, fins, snorkel, etc., but often it's just a chance to cool off. This morning we swam before breakfast, then showered on the transom steps while contemplating that first cup of coffee. It's not unusual for Ley to swim three times day—it's the only way to keep cool. The sultry weather should change in a few weeks as we move south of the equator and the trade winds take charge of the weather pattern. Right now you could cook eggs on the side decks for most of the day.

50 Shades of Blue - Maldives South Ari Atoll and Lux* Resort

Never mind 50 Shades of Grey—here there are 50 Shades of Blue. We spent three delightful days on the Lagoon at Dhigurah, South Ari Atoll, Maldives. While others were chasing whale sharks on the outer reef, or manta rays on the inner reef, we relaxed, read books, swam and beachcombed. This is a very peaceful anchorage, with easy access from the ocean.

The entrance over the inner shoal showed around four meters at low tide (03°31.77N, 072°54.34E). The anchorage is marked just off the sand spit islands (03°31.03N, 072°54.74E). Whilst you could anchor farther to the north, it is advised not to anchor farther south, to stay clear of the seaplane landing area there.



Many resorts in the Maldives do not welcome cruising sailors, applying steep landing fees or simply banning yachts all together. In fact, we have friends who were literally chased out of the anchorage by security guards at the nearby Hilton resort. So we were pleased when on our second day a catamaran approached us with a crew and guests from the Lux* Resort (www.luxresorts.com/en/hotel-maldives/luxsouthariatoll). Onboard was the resort director, Dominik Ruhl, who is a keen sailor and happy to invite visiting yachts to the resort (when they are not running at capacity). He did invite us to make a booking so we went for lunch the next day.

This is a very beautiful place, with a great food and beverage selection at reasonable



prices (for the Maldives). Staff are extremely relaxed and friendly—no snobbery here at all. They also celebrate coffee culture, flying in green beans from around the world and roasting each day in a glazed coffee house that is a design feature, just off the main lobby.

Dominik suggests calling reception to book at 960-668-0901 or emailing him at dominik.ruhl@luxresorts.com the day before. There are about four seaplane flights each day to the resort, direct from Malé.

Nilandhoo Island, Maldives - Paradise for 2,000 Peaceful Souls

Traveling south down the Maldives atoll chain, we decided to look for a town with a friendly harbor—having enough water for our keel and space at the wharf. We found that and more in peaceful Nilandhoo.



There are two harbors here, though the eastern entrance and harbor is very shallow and less attractive. The northwestern entrance provides deeper water (5.0-7.0m all the way) and leads to a small concrete wharf that has a fueling station, ice works and fresh water supply. There is room for four or five vessels moored stern to the wharf. What more could we want? So in we went.

I sounded the pass and the wharf area from the dinghy, before we brought *Crystal Blues* inside. We did not check the fishing boat harbor to the west of the wharf as it looked a little shallow and fouled with mooring lines.

With good swinging room for us we backed down towards the wall to be greeted by two very sincere and intelligent young local boys, who kindly offered to be (as they said), “Your guides on our island.”



We learned that Nilandhoo was the last island in the Maldives to convert to Islam. They still have sites on the island that they acknowledge relate to “the past culture.” The flat water at the wharf allowed me to visit the masthead for maintenance, and a view of the area.

In the local shops we found fruits and vegetables, even ice cream if you need it. The atmosphere was rural, warm and very friendly. We recommend a stop here, when you’ve had enough of life on those deserted atolls!

Kudahuvandhoo Island, Maldives

Continuing our journey south, we spent two nights in the protected fishing boat harbor at Kudahuvandhoo, South Nilandhe Atoll. The local people gave us a very warm welcome.

For the entry here, once again we sounded the pass through the reef before entering, using a Laylin SM-5 handheld depth sounder from the dinghy. This is another harbor

that offers a typical minimum of 3.5m at low water.

We berthed stern to the quay, with the bow tethered to one of the buoys provided within the harbor. Handling that maneuver was a first for us, with only two on board we needed to get it right first time. Once we had the bow tethered we paid out line and reversed towards the dock, then used the dinghy to land the stern lines to the wall. Managed to avoid tangling lines with the propeller, no stress at all....

One thing about the Maldives, when you pass a line ashore to someone on the dock, they often actually know what to do with it. On this day the guy who put his hand out for our stern line whipped a perfect bowline onto the wharf ring in about 5 seconds flat. If only that happened all the time!

Solar Power Plant Project

The Maldives government has committed the nation to being carbon neutral by 2020, an adventurous target.

Kudahuvandhoo is home to a pilot project to test PV (solar) power as an augmentation to the existing diesel generation systems. We met Joachim Gaube and Harald Gaube, German engineers who planned and implemented the PV project here. Panels installed on the schools, the power house and the hospital have produced 44,000 kilowatt hours in two months, saving around 15,000 liters of diesel fuel.



Through their connection with the school we were invited to the “National Language Day” a celebration of local culture that included a special lunchtime meal at the school, with all the food cooked and served by the children’s families. The children dressed in traditional costumes, instead of the standard all-white uniforms. The children had also prepared displays of traditional cultural items—old lamps, tools, boat building equipment and the like. Funny how old you feel when the museum pieces on display are the same age as some of the tools on board your boat! Traditional wooden boat building has all but disappeared here, replaced by that devilish fiberglass. Drums of acetone and rolls of woven roving and matt in every shed I passed.

Lunch turned into a real feast, shared with the students, teachers and our new friends Harald and Joachim. Interesting to note that their PV project was funded by the German government. We met the school principal and many teachers, a large proportion of who were from southern India. Many of these had their own children living with them, also students in the school.

The Maldives has implemented the Cambridge educational model, with many subjects being taught in English and most of the textbooks being imported from the UK. To our eye the program is a great success, producing many confident and well-rounded students with great language skills and a thirst for knowledge.

Adoo Atoll, Maldives - Sailing South of the Equator Again

After a very twitchy and uncomfortable overnight voyage south, *Crystal Blues* anchored in 40 meters of clear water at Gan, in the Addu Atoll. Turtles and dolphins swam around us and the environment seemed pristine. We did manage to sail for the entire passage, a rarity in this part of the world. During the voyage we crossed the

equator, sometime around the change of watch at 2:00 a.m., but neither of us had the heart to celebrate—we were too busy just holding on.



We entered the atoll via the northern pass around 9:00 a.m. and were safely anchored within the hour, just before the first of many squalls bore down on us. We had 100m of anchor chain out, but I'm always very watchful the first day or so after anchoring, especially when it repeatedly blows at 30 to 40kn with little warning.

This is the southernmost point of the Maldivian island chain, and will be our stepping off point for

Chagos and then Mauritius.

Adoo Atoll is small, but heavily populated. The British military ran an air base here until the 1970s. The old officer's mess has been converted into the low-key Equator Village resort, so we can go ashore for a beer if the need arises. Right now the original runway is being extended, and the airport has recently qualified for international airport status, though the only international flights so far are private jets delivering the rich and (sometimes) famous.

Culturally, this atoll seems more relaxed in its observance of Muslim protocols—many more women are bare-headed here, and wearing western clothing. We have a rental motorcycle, and are busy each day searching for fresh produce to replenish our stores onboard. Some supplies come by air, but the majority arrive on supply boats once or twice a week. There is a scramble at the supermarket when the fresh vegetables hit the shelves. Many local residents grow fruits and vegetables in small quantities and sell through local shops or via word of mouth—Ley has ordered two papayas for delivery on Tuesday from one local grower.

Three other yachts are here in the anchorage. The boat crews have been gathering in the evenings for food and refreshments, sharing information, rumor and gossip, as usual. Some here are experienced, others are new to the cruising game, but our common goal helps generate meaningful bonds.

Authorities here have two designated anchoring areas for yachts, one in the north and the more popular location in the south, which is closer to provisioning and re-fueling sources. The southern location offers two choices—either inside or outside the lagoon that separates Gan Island from Feydhoo Island. The lagoon offers shallow water anchoring and perfect protection, but the currents can run fierce and the flies and mosquitoes are a



Top left is Feydhoo Boat Harbour, bottom right is the Lagoon Anchorage. It's best to anchor just outside the lagoon.

huge problem. Outside the lagoon, safe anchoring can be found in 30-40m of water. It is deep, but the holding is excellent and there are no coral heads to worry about.

For boats following our path, some simple local travel and provisioning advice:

- After riding all over the four linked islands, we ended up purchasing the best produce here at nearby Feydhoo. The large 3S supermarket is there, along with many good smaller stores on the back streets.
- There are two good restaurants in Feydhoo, reasonable prices, air-conditioning.
- Take your dinghy into the boat harbor at Feydhoo for shopping convenience.
- Take your yacht into the boat harbor at Feydhoo for fueling. There is no need to jerry jug the diesel. The tanker truck will come to the wharf.
- You can rent a motorcycle, as we did, for \$25 USD per day, from Shey, call him at 798-8435.
- A good taxi driver is Hosman, call him at 990-0083.
- If you want to pay an extortionate rate you can call Moosa for a taxi at 743-7957, though we suggest that you don't...

Right now everyone is preparing their vessels and themselves for the next phase of the journey to South Africa, which involves a 300 mile run south to Chagos. After that it will be a 1,000 mile voyage SW to Mauritius.

COMMODORES NEIL AND LEY LANGFORD

***Lazy Bones* – 54' Irwin – 5'8" draft – January - March 2016**
Subject /Area: Martinique and the Leeward Islands of the Caribbean (Part 1 of 2)

Dear SSCA,

Our last update left off with us getting ready to fly back to the French island of Martinique after a three week trip to Los Angeles for the Christmas holidays, shortly after our Atlantic crossing. We arrived back on board *Lazy Bones* in Le Marin Marina on January 11, 2016.

For the next ten days we were focused on repairing breakages on *Lazy Bones* that happened on the rough passage crossing the Atlantic. We had all the rigging and the cutter stay replaced, and we installed all the parts we had brought back from L.A. Unfortunately, our battery charger failed while we were in the marina. Jeff tried to fix it, but was unable to. We decided to carry on using the backup charger until we reached Antigua, where there was an authorized service center for Xantrex chargers.

In between repair jobs, we rented a car and toured Martinique, the only island in the Windward Islands that we visited. Our first stop on the east coast was the famous Habitation Clement, a beautiful, spacious Creole plantation, botanical garden and rum distillery, with the original plantation house built in the 18th century. This was also the meeting place of George Bush and François Mitterrand in 1991, not to mention a great place to taste all the different kinds of rum!

We continued on to one of the many waterfalls in the lush rainforest in the interior part of the island for a short hike. We stopped to have a great lunch of dorado (mahi mahi) and lamb at nearby Le Bambou Restaurant. We drove on to St. Pierre on the northwest coast, where the entire population of 30,000 was wiped out by a volcanic eruption in 1902. Well, there was one



lucky survivor, a prisoner who was in a stone cell, saved by being in jail! We stopped in Fort de France, the capital, for some provisioning before heading back to the boat.

On January 21 we headed out of Le Marin Marina to nearby St. Anne, a huge bay with about 200 boats at anchor, at the southern tip of the island. We were glad to be at anchor again, with a cool breeze blowing through the boat. We were invited over to s/v *Venga* for coffee and caught up with Daniel, Eva and Piet, whom we had last seen in the Canary Islands. We went on long walks along the waterfront and enjoyed some nice Creole meals and rum punch (guava, pineapple, and orange juices with agricole rum) at the beachside restaurants between St. Anne and Club Med.

The weather report indicated that there were some strong winds coming, so we took the opportunity to leave St. Anne and sail around and up to Grande Anse, a large bay on the west coast. It was a bit rolly with the swell and the stronger winds, so we only spent one night before moving on to Trois Ilets at the recommendation of a cruising guide by Chris Doyle. We soon learned that his information might be a bit biased. While there is a lot of good information in the guide, it has a lot of advertising, which seems to influence the information presented, and he tends to portray every place as ideal and wonderful.

As we approached Trois Ilets we saw a fair number of boats anchored in front of the golf course and thought this would be a great place to wait out the foul weather. As we got closer though, we realized that most of the boats were derelicts, obviously unattended for quite some time. We were out of time to go elsewhere, so we dropped the anchor and spent the next three days waiting out the strong winds and rain.

We decided to brave the elements to go ashore for lunch and to explore the town, which were letdowns as well. Upon returning to the boat we tied the dinghy to a cleat like we always do. About an hour later, Jeff decided to raise the dinghy onto the davits. He went to the stern of the boat, but the dinghy was gone! We grabbed the binoculars and saw that it was bobbing in the mangroves next to the golf course, thank goodness. Jeff swam over and retrieved it. Needless to say, we lock the dinghy to the stern with a wire cable now.

After the winds subsided we headed across the huge bay to Fort de France, the capital, and anchored near the fort. We were disappointed that the waterfront is not very pleasant—dusty, torn-up streets and only one restaurant in sight, a burger place. A nice surprise was farther back from the waterfront where we wandered into a huge open air covered market selling everything you could imagine and very crowded with the tourists from the cruise ships. Parading through the busy market were the young girls dressed in beautiful costumes, all winners in a local beauty contest.

After visiting the market, we walked the crowded, narrow streets behind the waterfront in search of a nice place for lunch and finally found The Yellow. Hopefully the waterfront will be upgraded and look nice in a few years when all the construction is finished.

The next morning we sailed 15 miles up to St. Pierre and anchored in front of the beach and enjoyed a peaceful sunset at the end of the day. In the morning we sailed 54 miles up to the bay of Portsmouth on the island of Dominica, the most southern of the Leeward Islands. It is very different from the other islands in that it is an independent nation, not relying on the subsidies of countries like France or Great Britain. It is one

of the Caribbean's most unspoiled countries, and the people of Dominica are very welcoming and friendly.

The spectacular natural beauty of Dominica is amazingly lush and beautiful. The high mountains attract clouds, creating frequent, but brief showers, and as a result the island is known as the land of many rivers—365 to be exact, one for every day of the year. There is also a plethora of birds, butterflies and brightly-colored flowers. There are also some unusual natural phenomena such as a boiling lake, hot waterfalls and an emerald pool. You can also visit a territory on the east side of the island where the indigenous Caribs, the original settlers, still live.

As we arrived in Portsmouth, we radioed Jeffrey (*Sea Bird*), the current president of the P.A.Y.S. (Portsmouth Association of Yacht Services) organization, at the recommendation of another cruiser. P.A.Y.S. was formed by the Indian River Guides to provide security, yacht services and tours in a fair way to the cruisers and the guides. We were fortunate to arrive on a Sunday, when they have their famous evening barbeque. We had a great time drinking rum punch, enjoying the barbequed chicken and fish, meeting fellow cruisers and dancing the night away.

The next morning, February 1, we checked in with Customs and did some provisioning at the IGA supermarket, which had a great selection of food and even some American brand names. Just after lunch, Jeffrey (*Sea Bird*) picked us up in his boat along with two other couples from s/v *Prism* and s/v *Inga*. Jeffrey's driver and guide, Winston (SSCA Cruising Station Host), took us on an afternoon tour to explore the Syndicate Rainforest and Milton Falls. Winston was delightful, giving us a wealth of information about the rainforest, birds, flowers and agriculture, stopping along the way to pick fresh fruit for all of us. He also showed us some of the damage caused by the hurricane that swept through the island last August.

The next day we walked through the town, filled with colorful houses and friendly people, and enjoyed a fresh seafood lunch at the Purple Turtle. In the evening we went over to *Inga* (Coralie and Brian) for drinks and nibbles. They recommended two excellent restaurants in Les Saintes that we shouldn't miss.

The following morning at 7:00 a.m. Jeffrey picked us, *Inga*, and a couple from s/v *Nancy Ellen* up in his boat and took all of us on the two-hour tour up the Indian River, with huge swamp bloodwood trees lining the banks and long vines dangling from the rainforest canopy above us. Only rowing is allowed, so we could



hear the sounds of insects, birds and crabs as we glided along. We saw the little shack in the mangroves, home of the witch Calypso, used in *Pirates of the Caribbean 2*. We also visited Cobra's Jungle Bar up the river, but it was way too early for their famous rum punch.

In the afternoon we set sail for Les Saintes, a small group of islands 18 miles away, belonging to the French island of Guadeloupe. Les Saintes is well-protected and situated in a pristine aqua-colored bay. We walked into town, checked in with Customs, and stopped at the restaurant called 1 Ti Bo Doudou and met Chicken George, the owner. He was



booked up for the day, but he gave us a reservation for the following day. Needless to say, the dorado in mango sauce was outstanding. We loved our table on the beach with our feet practically in the water, and Gayle enjoyed her rum punch with a parrot perched on it.

The following day we walked around the island, over the hill to Marigot Bay, and back to town for lunch at the second



recommendation, Ti Kaz, which was also delightful. Jeff went for a swim to check the anchor, as the wind was starting to blow 20kn plus.



On February 6 we left Les Saintes and headed north for the French island of Guadeloupe, only five miles away. Before we knew it, the wind was howling and the seas were rough, with no protection from the island. We sought shelter in several anchorages along the west coast, but the swell was too large. We ended up at the anchorage opposite Pigeon Island. The katabatic winds and the huge swells were in full force and the rolling was awful, resulting in little if no sleep that night. Even the catamarans were rolling! We had hoped to go snorkeling at the Cousteau Underwater Park at Pigeon Island, but as soon as there was light, we picked up the anchor and headed to Deshaies, on the NW corner of Guadeloupe.

Deshaies is a picturesque, calm anchorage surrounded by lush green hills and mountains. Soon after we anchored, two young ladies stopped by in their small boat selling croissants, fruits and bread. We bought a few avocados and ordered croissants and mangoes for the next morning, which they delivered fresh at 7:00 a.m. Talk about great service!

After a few days of enjoying Deshaies, we set sail for Antigua, 44 miles north. The seas were a bit rough, but we managed to sail all the way. We anchored in Falmouth Harbor, a huge bay with room for lots of boats. Jeff went for a hike with Charlie and Anina for a great view of the harbor. Falmouth Harbor and English Harbor sit side by side, almost touching at the closest point, both with several large marinas filled with lots of super mega-yachts. This area is the yachting capital of Antigua and a major Caribbean yachting center.



The next morning we walked over to English Harbor, Britain's main naval base in the Caribbean in the 1800s, now referred to as Nelson's Dockyard, with restaurants, shops and services occupying the historic buildings. We checked in with Customs and found Signal Locker to arrange getting our charger repaired. We met Cap Greene, the owner, and he asked us to bring the charger in the following week, as he was too busy before then.

We saw a big crowd down at the dock cheering and waving flags, so we walked over to help welcome two rowing teams that had crossed the Atlantic from the Canary Islands. One of the teams, called Wadadli, was from Antigua and there was a huge

welcome party going on, with cannons firing and all the mega-yachts blowing their horns. These small boats, with four men aboard, have barely any room to sleep, and only one person can row at a time. It took this team 40 days to row 3,000 miles across the Atlantic. And we thought our 19 days of sailing across the Atlantic was a challenge!

In addition to our problem with the battery charger, the main alternator had stopped working and the DC freezer was acting up. There is always something breaking on a cruising boat that gets used so much. We took the alternator in for service at Caribbean Current. We also had a refrigeration specialist come to the boat to test the system. He verified that it was only a malfunctioning thermostat setting issue, thank goodness.

It was Thursday, and we heard that we should visit Shirley Heights Lookout, named after one of the first governors of Antigua. It has an amazing view over both Falmouth and English harbors and a fabulous sunset view. Every Thursday and Sunday the restaurant has a late afternoon barbeque with a steel drum band beginning at 4:00 p.m. and a reggae band starting at 6:00 p.m. It was a great evening of food, music and drinks. We shared a table with a family from s/v *Blue Jacket*, which was anchored in Jolly Harbor. They were kind enough to give us a ride back to Falmouth Harbor at the end of the evening.



While we were waiting for the charger to be fixed, we enjoyed the many excellent restaurants in the area. During one of our shopping sprees we found a local beer called Lazy Bones, and, of course, we had to buy a case of it. In the evening we invited Charlie and Anina from s/v *Prism* and Joanna and Billy from s/v *Baidarka* over for happy hour. Both had been in the Caribbean for many years and had a lot of great information to share with us. One suggestion was to visit Barbuda, only 25 miles north, with great snorkeling and a frigate bird sanctuary.



Anchorage (all depths below the keel)

Depth	Destination	Latitude	Longitude	Comments
6'	Port Marin, Martinique	14°28.13N	060°51.07E	marina
10'	St. Anne, Martinique	14°26.40N	060°53.13E	at anchor
32'	Grand Anse, Martinique	14°30.16N	061°05.36E	at anchor
13'	Trois Islets, Martinique	14°32.77N	061°02.42E	at anchor
15'	Fort de France, Martinique	14°35.89N	061°04.13E	at anchor
13'	St. Pierre, Martinique	14°43.92N	061°10.85E	at anchor
12'	Portsmouth, Dominica	15°34.97N	061°27.89E	at anchor
27'	Anse Bourg, Les Saintes, Gaudeloupe	15°51.97N	061°35.49E	at anchor
20'	Pte. Malendure opposite Pigeon Island, Guadeloupe	16°10.36N	061°46.84E	at anchor
26'	Deshaies, Guadeloupe	16°18.31N	061°47.94E	at anchor
6'	Falmouth Harbor, Antigua	17°01.09N	061°46.51E	at anchor
10'	Deep Bay, Antigua	17°07.55N	061°53.32E	at anchor

COMMODORES JEFF AND GAYLE ALLEN

Part 2 of Lazy Bones' Letter will be published in the June Bulletin.

***Growltiger* – 51' Morgan – 5.5' draft – February 2016**
Subject/Area: Bitter End, Virgin Gorda, British Virgin Islands

Dear SSCA,

Bitter End in North Sound on the lovely island of Virgin Gorda, in the British Virgin Islands (BVI), offers several world-class marinas, moorings and lots of activities for cruisers. We arrived on November 27, spent a week or so, left to enjoy other areas of the BVIs, and returned to the area to further enjoy an area that we found perfect for quiet cruising with pets, and with lots of more active nightlife happenings.



Moorings are everywhere around the resort/marinas, and they're easy to pick up so you can quickly get settled down for a quiet evening. A lot of possible anchorages have been taken by moorings, making anchoring difficult without a lot of chain. Of course, the large power yachts use double anchors and chain rode, anchoring safely in up to 100' depths. The bottom of the bays is a combination of rock and sand, with some coral on the edges. Be careful to protect oneself from boat captains with poor anchoring habits!

Bitter End Yacht Club (BEYC) offers a perfect combination for resting up and for some provisioning. Located at the east side of North Sound (Leverick Bay is on the west side), BEYC offers slips, moorings, fuel, a dive shop, showers, restaurants, grocery and several nice shops for clothes, plus other tourist items. The food services include a five-star-type restaurant, as well as the Crawl Pub with a great pool table plus a DJ on Monday nights (Monday Night Smash Up) and Wednesday nights (Karaoke Night) with rocking music. Major sporting events, such as the annual Super Bowl, as well as others throughout the season, are presented on a big screen opposite the Crawl Pub terrace.

The Cobb salad (\$16) is my personal favorite from the Pub; drinks run around \$10 each with a few specials such as Dark and Stormys. From the lovely, more formal restaurant Clubhouse Steak & Seafood Grille (reservations required), you can find perfectly cooked prime rib (\$32), and a top notch Sunday Brunch—all you can eat—with complementary live music. It's a bit pricy, but a nice change of pace for a special event. Nightly, there are free movies at the Sand Palace, with some top listings such as the latest James Bond film, and more. The Watersports at BEYC rents out paddle boards, sailboats and offers twice-daily snorkel trips at reasonable rates. Our son, Joshua, took a snorkeling trip; cost was \$25 for two hours and he came back with sample seaweed, shells and a sunburnt topside. Sunchaser Scuba offers two dives in the morning, one dive in the afternoon, as well as full-scale training and Discover Scuba Diving courses.



Cruisers will find free Wi-Fi at the Crawl Pub, the Windward Mark Bar and the reception area, well-maintained facilities and nice walkways for wandering, and trails for hiking (you can pick up a trail map at the Marina Office). For a fee of \$10/pp the swimming pool is a great place to relax and even have lunch. Or there are lovely sand beaches nearby



for swimming and snorkeling. The crowd at BEYC is active, with lots of paddle boarders going across the mooring areas and kites flying their special colors as they skid across the bay. If you want a quieter area, pick a mooring farther over on the Saba Rock side to the north of the bay, away from the lively area. All in all, Bitter End offers something for everyone and the management is proud to welcome cruisers.

This is the key location for Salty Dawg Rally events when their boats arrive during the November rally from Virginia. BEYC's Quarterdeck Marina Manager Carine Locher and her team roll out the welcome mat for this group—as well as any cruisers who opt to visit. From the colorful buildings, the sole, lonely (pet?) pelican flying around protecting its little mangrove area next to the dock, the sandy beaches with little hideaways stashed around, Bitter End should be on your itinerary. If this sounds like an advertisement, it is—because this is one of the most private and picturesque areas in the BVIs. The harbor area also includes Saba Rock to the north of BEYC, a stone's throw across a blue cut of water. Saba has another restaurant not to be missed, and ferry service runs between Saba and BEYC.

Not to be left out of the action, there is also a ferry running to nearby Gun Creek (on the south side of North Sound), which has taxi services allowing full access to all of Virgin Gorda. Using the taxi service, cruisers can get to Spanish Town with more and larger shopping areas and to The Baths for a day trip. Gun Creek has an anchorage without moorings, a friendly Customs office, taxi and ferry service, a government veterinarian to check in and out animals (Dr. Perreira at 284-468-9245 to make a check-out appointment), and a good grocery store, Bucks Market. Gun Creek itself is a small estuary, with the usual mangrove swamps—with mosquitoes and fish like tarpon. The dingy landing is to your port or west side as you come in. Customs is the large blue building on the dock. Restrooms are to one side, Customs on the other. Very friendly Customs agents will help you through the process and share friendly smiles.

Because of the Virgin Gorda veterinarian (appointment in advance!), and Customs, Gun Creek offers a good one-stop shop for check-in and check-out of the islands. At Customs, road signs show the way to the market from the Customs dock/dingy landing. At the landing there is also a fuel dock, as well as ferry landing. Cruisers on moorings at either Leverick Bay or Bitter End can dingy over without issue, or anchor just outside the Gun Creek facilities.

At the far SE side of North Sound is Biras Creek. Currently the resort and marina are closed. You can still anchor or pick up a mooring there, but the docks are taped off with yellow tape and there is a caretaker keeping an eye on the property. Just to the east, at the end in the same mangrove lined cove (mosquitoes!), is a larger private dock with several larger sail and power boats, plus to the west is a large mega-yacht facility, Yacht Club Costa Smeralda, with dockage/yacht club for the big-spending yachts of 100' or greater.

We certainly will come back to North Sound in the future. If you have limited time/places to visit in the BVIs, Bitter End and Leverick Bay are on the top of our cruising list. The local staff remembers you and your boat—it feels like family.

COMMODORES JOAN AND GREG CONOVER

Subject/Area: Tampa Bay, Florida

Dear SSCA,

We've spent a lot of time in the Tampa Bay area but, like most cruisers, we haven't done much cruising in Tampa Bay. It's not chock full of the lovely little anchorages with snorkeling opportunities that all of us love. It is, however, a great place to stop, tour, enjoy entertainment, get work done and hang out with other cruisers.

Tampa Bay is very large. The area navigable by cruising sailboats is about 30 miles long and 10 miles wide at its widest point. It has a shipping channel running all the way up to the top of the bay at Tampa's downtown, but most of the bay is outside the shipping channel and has very good depths for sailing. Entering the bay from the Gulf of Mexico is easy through well-marked channels



Map courtesy of
Terraprints, www.terraprints.com

immediately north and south of Egmont Key. The north channel, called Egmont Channel, is the ship channel with plenty of room for recreational vessels. It is well-buoyed for entry even for first time visitors at any time, night or day. The south channel, called Southwest Channel, is accurately marked with red and green day marks with minimum depths of 12'. A third channel, called Passage Key Inlet, just off the northern tip of Anna Maria Island, may look tempting, but unless you have local knowledge it's dangerous. Passage Key is a shallow sand bank that uncovers sometimes at low water. The sands in this area are constantly shifting and it's very difficult to know where the deep water is, if in fact it still exists. Don't run aground trying to shave a few minutes off your trip.

Once in lower Tampa Bay, in settled weather you can anchor just off the beach on the eastern shore of Egmont Key. The southern end of the key is a restricted bird sanctuary and the Tampa Bay Pilots are roughly in the middle of the Key, but the northern end is very walkable. You can stroll along the beach all the way to the Gulf side or walk among the ruins. Holding in the anchorage is very good in sand, but there is no protection from winds from the north through SE. If you're not ready to head north into St. Pete or Tampa, there are very good anchorages just inside the Manatee River heading east from the lower end of the bay. Follow the well-marked channel to R 12 at De Soto Point. There's a very popular and good anchorage on the south side just beneath a large cross and another on the north side just inside Emerson Point. At De Soto Point is De Soto National Memorial with beaches, trails, exhibits and park ranger presentations on the history of the De Soto expedition. Across the river is Emerson Point Preserve with a great dinghy dock and lots of trails and historical presentations. Just a bit farther in, past McKay Point, there's more anchoring area near Snead Island Boatworks, a premier boat yard with a chandlery. Farther up the river, just before the bridge, are two good marinas and another good anchorage. It's not as pretty, but there



are restaurants, laundry and groceries within easy walking distance, as well as good public transportation throughout Manatee and Sarasota Counties. Dinghy into the public boat ramps on the north side near the bridge.

The Intracoastal Waterway (ICW) runs up the middle of the bay through the ship channel and through the beautiful Sunshine Skyway Bridge. Just after ship channel markers 3 and 4,

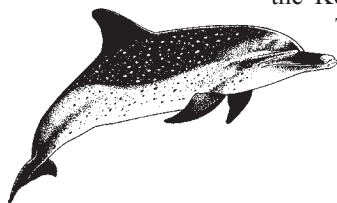
the ICW turns west through the 65' Misener Bridge. From there it passes between Fort De Soto Park and Tierra Verde before heading north inside the barrier islands toward Clearwater, Anclote Key and Tarpon Springs. Don't make the mistake of taking the Sunshine Skyway Channel running just south and west of the Sunshine Skyway Bridge. The channel is OK, but can be shallower than the marked 6' depth. Several good inlets cut between gorgeous, popular beaches and come into the ICW from the Gulf of Mexico giving access to marinas, anchorages and boatyards. We love anchoring off Gulfport, Clearwater and Anclote Key. Gulfport, on Boca Ciega Bay, is a cute, eclectic, artsy town with a good dinghy dock and a good beach on the bay. Clearwater Beach is a gorgeous resort community, a favorite for Spring Break season. Anclote Key has a huge anchorage area off the key, which is all state park. Walk the isolated beaches or the boardwalk, see the restored lighthouse or just watch the ospreys and eagles soaring around the island. It's beautiful and quiet in a park accessible only by boat. From there it's not a bad run into the Sponge Docks at Tarpon Springs. Tarpon Springs is the sponge diving capital of the world and loaded with great touristy stuff. Because of the sponge diving there is a large Greek community and terrific Greek restaurants.

Back in Tampa Bay, heading north on the western shore is downtown St. Petersburg. The St. Pete City Pier, long a landmark of St. Pete's downtown waterfront, has been torn down to create a fantastic new landmark. Around the pier is the St. Petersburg Municipal Marina, which also operates the moorings in Vinoy Basin. The marina and the moorings are the easiest way to visit St. Petersburg. St. Pete used to have so many retired people that it was known as "God's waiting room." The downtown is now so well re-developed that *The New York Times* recently recognized it as one of the best 52 places in the world to visit. Within a few blocks of the marina are weekly markets in the park, eclectic shops, sidewalk cafés, fine restaurants and beautiful parks. The Dali Museum, housing the world's largest display of Salvador Dali's art, is just a few blocks away. Melinda and I aren't great art fans, but whether you like art or not, whether you like Dali or not, it's a fantastic museum that will fascinate you. Also nearby are lots of entertainment venues. While you're there make sure you attend SSCA's monthly St. Pete Breakfast. The group meets the second Saturday of every month at 9:00 a.m. at Harvey's 4th St. Grill, 2.6 miles away by foot or car, about half an hour by bus. It's a great group of as many as 40 or 50 current, former and future cruisers eager to meet you and help you with anything they can. Find more info on our website, www.ssca.org. Just south of the City Pier is Salt Creek. Harborage Marina is here and farther into Salt Creek are several boatyards, including Salt Creek Boatworks, one of the few yards where you can do your own work.

Farther north the bay is split by the Interbay Peninsula. The south end of the peninsula is McDill Air Force Base, home of CENTCOM, the central command where General Norman Schwarzkopf ran all coalition forces in the Persian Gulf War. Be careful to stay out of the exclusion zone. Boats that can handle 41' fixed bridges and shallower depths can work their way west and north as far up Old Tampa Bay as the charming town of Safety Harbor. To head for downtown Tampa follow the ship channel east of Interbay Peninsula through Hillsborough Bay toward Davis Island. Follow the channel to the east side of Davis Island to Seddon Channel. As you near Davis Island you pass the Seaplane Basin with the Davis Island Yacht Club. Farther in on your left is Peter O. Knight Airport, Tampa's main airport from 1948 to 1958 and now a general aviation airport. As you head up Seddon Channel, Sparkman Channel goes off to the right taking cruise ships to Channelside. Just a bit farther up Seddon Channel on the left is Marjorie Park Marina operated by the city of Tampa.

Marjorie Park Marina is a treasure. It's a quiet, secure, protected, full-service marina with full-service fuel dock and very nice helpful staff. We kept *Sea Schell* there for a month, partly because we had to fly out for the holidays. The cost was half of the cost of other marinas and it's a wonderful spot. A few blocks away is a small commercial area with banks, several restaurants and cafés, a convenience store and a pharmacy. A mile walk away is a Publix Supermarket and a Walgreens. Just across a bridge from Publix is Tampa's revitalized downtown with a Riverwalk, convention center, Amalie Arena (home of the Tampa Bay Lightning Hockey Team) and Channelside, Tampa's cruise docks and entertainment center. You can also dinghy to the docks by the convention center and dock for as little as \$2 for an hour visit. Nearby are Tampa General Hospital and the historic campus of the University of Tampa. Tampa General, just about four blocks from the marina, is one of the finest hospitals in the country. The University of Tampa campus features the historic Henry B. Plant Museum in the old Tampa Bay Hotel. The hotel is a gorgeous old relic and the campus is wonderful. It hosts rowing programs that attract university rowing teams such as Indiana University, Kansas University and University of Michigan for winter training sessions on Seddon Channel. Downtown there are restaurants, stores and cafés and just past Channelside are the Florida Aquarium and the American Victory Ship. American Victory Ship is a museum in a WWII Liberty Ship. Just a short Uber ride away is Ybor City, Tampa's historic cigar making district and the home of hot night life. Finally, just a short Uber ride away is Tampa International Airport (TPA). We love TPA! It's one of the most convenient, comfortable and livable airports.

There's lots more to do in the Tampa Bay area and all along the Florida Gulf Coast. It's certainly worth the trip if you're visiting the Keys. The winds and currents make it easy to go from Key West to the Dry Tortugas, but a bit of a pain to get back. Enjoy the Keys, visit Key West and the Dry Tortugas. After the Tortugas, instead of fighting the wind and currents back to Key West, take one overnight up to Tampa Bay and have a wonderful time.



COMMODORES HARRY AND MELINDA SCHELL

***Calypso* – 44' Little Harbor – 5.6' draft - April 2016**
Subject/Area: Donna Lange - 8 Months and 242 Nights Alone at Sea - Safe in Panama

Dear SSICA,
March 29

Donna Lange, aboard *Inspired Sanity*, arrived in the anchorage in Panama last evening just as the sun was setting. Donna is safely anchored and all is well aboard. A collective cheer from all who were watching and awaiting her arrival. She encountered whales and dolphins on her approach to Panama, always a good sign. I spoke by telephone to Donna, one-on-one, for the first time since the tried and true satellite communication finally ceased. It was so good to hear her voice. The kind people that were there waiting for her helped with anchoring and allowed her use of their phone. The final hours of sailing to the anchorage was every bit as taxing as the open ocean sailing north along the South American coast. Interestingly, Donna said it “felt wrong with the anchor pulling the bow around.” This is a sensation that Donna and *Inspired Sanity* have not felt since July 30, 2015, 8 months ago, 242 nights alone at sea.



Our call ended too quickly as we both have a lot of catching up to do. Today, Donna will be clearing into Panama and hopefully tidy up some of the preliminary arrangements we have made for her passage. Donna's canal agent, Roy Bravo, will help to smooth the canal paperwork and requirements. Thank you, in advance, Roy. On Easter Sunday, Donna crossed paths with s/v *Alcyone*. This was her first real people contact since departing. (They offered her a turkey sandwich and beer for Easter dinner.) Here is a bit of Kismet for today. Our friend, Bonnie Blue, noted that *Alcyone* was also the name of the sistership to Jacques Cousteau's famous *Calypso*. My sailboat is named *Calypso* and she is where Donna and I live out our summers in Rhode Island. It is perhaps fitting that *Alcyone*, *Inspired Insanity* and *Calypso* are all in my thoughts right now. Thank you, again, s/v *Alcyone* for your generosity and good will toward Donna. You will forever be a sistership in this journey. The sailing community is special.

March 31

Preparations for Donna's transit of the Panama Canal aboard *Inspired Sanity* continue this morning. Donna spent yesterday working at getting things in order for the boat measurement. The Canal Authority has stringent rules that have to be followed before approval to transit is granted. Roy Bravo, the agent we hired to assist Donna, is helping with lines, fenders, paperwork and the ever-important outboard engine. Hopefully, things will come together today and Donna can be on her way to the Atlantic this weekend.

Donna was able to borrow the computer of a fellow sailor, Jim Knutson, and Donna and I were able to communicate by SKYPE for 47 minutes and 17 seconds! Yahoo! The communication isn't always the best, but it was wonderful to hear Donna's voice. Donna was a bit overwhelmed by the day's events as she tries to sort the canal issues, telephone access, dinghy access and credit card issues. Naturally, if you haven't used your Bank of

America credit card in the United States since July 2015, they will question new charges in Panama in 2016! Good work, B of A! We hope to sort this today, so Donna can buy a laptop, phone minutes and whatever else she fancies ashore in Panama. There is much still to do, but Donna is happily getting this unanticipated part of the journey accomplished. It will happen because she is determined to make it so and continue on her sail back to Bristol, Rhode Island.



April 1

The wheels of Panama preparations and bureaucracy turn slowly, but turn. Roy Bravo, Donna's canal agent has been wonderfully helpful getting Donna prepared for *Inspired Sanity's* transit. The motor should be fitted this morning once the correct mount arrives and then Donna can have her final inspection and get on the list to go. Donna's frustration is tempered by the outpouring of help from other cruising sailors in the anchorage at Las Playita. Credit cards, cell phones and email access are slowly coming together, as Donna returns to the world of credit cards, cell phones and email access. Soon, Donna should be able to update her Sailblog (www.sailblogs.com/member/sailtwicearound) and email her family and friends. Some of the higher priorities, such as talking to the grandkids, have been accomplished.

Yesterday morning, Donna invited her new friends, Dieuuka and Maurice from nearby m/v *Atmos*, to join her for her morning meditation aboard *Inspired Sanity*. They have been helping Donna in the anchorage. While they were meditating aboard, a large pod of dolphins diverted from their path and came to surround *Inspired Sanity*, Donna and her guests. According to Donna, they were large dolphins jumping alongside and swimming under and around the boat. Truly amazing to those aboard! When the dolphins departed, Donna's new friends were left wondering, "Who the heck ARE you?" I know that the dolphins, the whales and "Wise Mother Ocean" all know exactly who Donna is. She is one of them. These ocean inhabitants have all been with her from the start of this amazing journey. They were also there during the first circumnavigation and during her sail to Ireland. She plays her Irish whistle to them whenever they arrive off the bow. The dolphins visit her regularly to check on her progress, make sure she is safe, then make sure she is smiling. The dolphins, the whales and all of the sea creatures always make her smile. She is smiling. I am smiling. Donna is never lonely at sea as she is among her friends and all of the life that surrounds her.

If you would like to contribute to an account set up to help with the costs of the Panama Canal and pending repairs to *Inspired Sanity*, it would be truly appreciated. Please go to www.sailtwicearound.com. There is a "Donate" button in the upper right corner of the page. Click on this and it takes you to PayPal, Inc. where the instructions to donate come up. If you have a PayPal account, your donation should go to Donna's PayPal account without a fee. If you choose, you can send a check to Donna Lange or me, Bob Philburn, at 910 18th Avenue N, Lake Worth, FL 33460. We also have a GoFundMe.com account.

Photo courtesy of fellow SSCA members Bob and Sherry aboard s/v *Nirvana* who welcomed Donna into the anchorage. Thanks Bob and Sherry

COMMODORE BOB PHILBURN

***Crystal Blues* – 50' Denis Ganley – 6' draft**
Subject/Area: Indian Ocean Passage Making - Character Building

Dear SSCA,

At some risk of understatement, we refer to our recent Indian Ocean passage to Rodrigues as character building. It was perhaps a little more than that....

We departed Chagos with a reasonable seven-day forecast, expecting the winds to build as we moved farther south. Many large sea birds followed us very closely for the first 24 hours, before sensibly leaving us before we moved south into heavier conditions.



The first three days were hard on the wind, heading generally south into a 15kn SSE wind. We then slowly angled off, reaching south of the rhumb line to put the wind behind the beam for the expected heavier conditions for the last two days. However, by day four we were already in 30kn and for the last two days we had over 40kn, a solid 45kn for the final day.

The usual Indian Ocean multi-direction wave trains made the ride very aggressive. I had expected these to merge into a single, more predictable swell as the conditions built; however, this was not to be. After 24 hours with over 40kn we still had waves from three directions. When they coincided, the inevitable peaks were enormous curling breakers that broached us several times.

One wave broke higher than the boom, taking the sail bag away, pulling the pop riveted bolt rope track right off the boom in an instant. From that point on we ran on staysail alone, still averaging 7-8kn. In a curious twist, our Lifesling rescue system itself needed to be rescued when a breaking wave took it off the railings.

Approaching Rodrigues in thick conditions and constant rain squalls, as expected the waves built higher as we came onto the 60m deep continental shelf around the island. Now it felt like we were skiing! Slanting off across the huge wave fronts, many at 10-12m in height, was exhilarating. The new autopilot steered the entire distance without fault. Thank you Raymarine!

For the final 12 hours we also ran the engine at cruising RPM, which made only a small difference to the boat speed, but gave the rudder more bite in the frothy disturbed water on the wave crests. It also kept us moving in the troughs, when the wind was masked by the height of the waves behind us.

It was a very big week in the Indian Ocean—one boat ahead of us was dismantled, another yacht behind us lost its rudder and was abandoned, the crew being rescued by a nearby cruising boat. Another yacht at Chagos dragged onto the reef in a nighttime squall. All character-building experiences.

Cruising friends were ready to take our lines at the dock in Port Mathurin, and even handed over fresh baguettes as we tied the lines off.

We have now repaired the boom and sail bag, and cleaned the saltwater out of all those places you never expect to see it—the cockpit was filled with green water so many times, but no water came below into the cabin.



Physically we were both sore for days; arms and shoulders aching from the constant load of hanging on. The bruises were spectacular (sorry no pics, folks) but have now faded.

Rodrigues is a delight, a fantastic destination, and we'll be here for several weeks. We ate and slept like royalty for a full week, before feeling truly "normal" again.

Indian Ocean Weather Forecast Areas

For boats traveling south and west across the southern Indian Ocean, local weather forecasting is hard to come by.

The Saildocs service (<http://saildocs.com>) on the Sailmail email system (www.sailmail.com) provides access to a range of forecasts, including those covering the southern Indian Ocean.

The Mauritius Meteorological Service (<http://metservice.intnet.mu>) prepares a very detailed short term forecast, available on Saildocs as "Met.8s/Southwest of Indian Ocean." It is also available via the GMDSS forecast tab on the Predict Wind Offshore application.

This forecast covers the complete GMDSS Area VIII, including relevant storm warnings and valuable weather interpretations. However, the forecasting is segmented into sub-regions, 1 through 7, that are not identified in terms of latitude and longitude, within the forecast. To actually use the forecast you need to be able to identify the sub-region boundaries.

Via the friendly meteo office here in Rodrigues we were able to obtain a copy of the sub-region map, as shown at right. The Met Area VIII forecasts now make sense.



COMMODORES NEIL AND LEY LANGFORD

WELCOME NEW MEMBERS

Welcome to all of our new members who joined in March

Graham Jones
Edmond Ray and Lisette Miller, *Serenity*
Kara Muessig, *Vela*
Frank and Sandra Cowper
Ricky Kaye, *Triple Key*
Scott Doubilsky
Bernhard Zimmermann
Al Jenneman and Vera Orozco, *Infatuation*
Leanne Lord, *Lord Charlton*
Joe and Sue Dazey, *Presto*
Mike Kahr, *Amor A La Vida*
Patrick and Lisa O'Hara, *Tusitala*
Stan Lee, *Valhalla*
Jeff Benson, *Now or Never*
Jeff Ridgel
Oz Digennaro

Jo Anne Ross
Susan Sebring
David Elliott
Dennis and Jacalyn Howard, *Last Resort*
Jim McBrayer
Joseph Crupi, *Sea Wind*
Brian and Jessica Comstock, *Waxy*
Johannes Frost, *Magic Cloud*
Henry Atterbury
Denise Vitale
Michael Yonker
Paul and Leslie Granger, *Rocinante*
Luis Araujo, *Limay*
Edward Steadman, *Sea Chai*
Philip and Debbie Sears, *Tender Soul*
Michael Britt, *Footloose*

We endeavor to be as accurate as possible, but we apologize if we inadvertently left off any new members.

Soggy Paws, a CSY 44 Walkthrough

Outfitted for long-range cruising, and just finished a cosmetic upgrade. Currently in the Philippines, where you are perfectly positioned for cruising SE Asia, the Western Pacific, and Australia and New Zealand. We have cruised in *Soggy Paws* for over 40,000 miles. New boat forces reluctant sale. Details and photos at http://svsoggypaws.com/CSY/For_Sale.htm Contact Dave McCampbell at dave@svsoggypaws.com

2003 Atlas Acadia 32

A Downeast express-styled vessel with a single stateroom, queen-size berth, large head with full-size shower, and a single Yanmar diesel engine. She is well suited for a couple looking for an economical, seaworthy coastal cruiser, or for the Great Loop. Owner Gary Powers, 281-788-8725; syleatx@hotmail.com



61' Krogen Trawler

Extraordinarily well-designed 61' Krogen trawler built in 1990 by Treworgy Yachts of Florida. Steel hull with an aluminum superstructure. Surveyor, "the vessel is in unusually good condition with a nearly obsessive level of maintenance and concern for systems, which greatly reduced normal aging and outdating of systems." For photos and all details contact Judy Waldman jwyachts@comcast.net or call 847.363.4905 to chat. \$ 449,000.

Keep the Dream Alive!

When you sell your boat, be sure to let the new owners know about SSCA. Help keep their cruising dreams alive by sharing a few *Commodores' Bulletins* with them. Invite them to join SSCA, the largest and one of the oldest cruising organizations in the world. Let them know that SSCA is all about sharing cruising information, camaraderie and leaving a clean wake. Download a Member Application for them from the SSCA website or ask Home Base to send you one. Don't keep SSCA a secret!

Members interested in placing an ad in the *Commodores' Bulletin* should contact Association Director Judi Mkam at Home Base 754.702.5068 or office@ssca.org for payment and ad placement instructions.

Cost: 50 words maximum (no photo), \$35/month (or \$100 for 3 consecutive months) or with photo, \$75/month (or \$200 for 3 consecutive months).

(continued from Inside Cover)

as we've cruised beyond the Great Lakes."

The five Great Lakes constitute an enormous cruising resource with 10,210 miles of shoreline, 94,250 square miles of surface area, 21% of the world's surface fresh water by volume, and literally thousands of islands and hundreds of municipal ports to explore. For example, Lake Superior, the largest lake in the world, is over 300 miles long and 100 miles wide. For those seeking wilderness cruising experiences, Lake Superior's Canadian north and east shores offer some of the best and most pristine cruising in the world. Lake Huron's Georgian Bay and North Channel, along with other areas of the lakes, offer similar if somewhat less remote cruising destinations. And the many municipal harbors dotting the lakes offer virtually any service and amenity a cruiser might desire.



The Great Lakes offer some of the best cruising in North America with literally hundreds of miles of wilderness shoreline and innumerable islands plus numerous municipal harbors. Our home port of Bayfield in western Lake Superior is the gateway to the Apostle Islands National Lakeshore, roughly 25 miles by 25 miles of protected cruising grounds among 22 wilderness islands managed by the National Park Service. In addition a 23rd island, Madeline, is part of the Apostles, but is not managed by the NPS.

Each of the five Great Lakes offers spectacular cruising opportunities.

As mentioned, Lake Superior is the largest lake in the world as measured by surface area. It's also the deepest Great Lake, with some depths exceeding 1,200'. Isle Royale National Park and the Lake's Canadian north and east shorelines are not to be missed, featuring wilderness cruising opportunities arguably as pristine as any in North America. The Lake's south and west shores feature both beautiful scenery and a number of municipal harbors.

Lake Michigan offers numerous municipal harbors including the major harbors of Milwaukee and Chicago, which is the gateway Great Loopers will use to access the Illinois and Mississippi river systems leading to the Ohio and Tennessee-Tombigbee Waterway to the Gulf. The northern half of the lake also offers some wonderful cruising opportunities across Green Bay's 90-mile length and 15-mile width. On Lake Michigan's east shore is another great bay to explore, Grand Traverse, plus several island groups including the Beaver Island Group.

Lake Huron offers an endless variety of cruising opportunities. The two huge bays along its northern Canadian shores—the 75-mile-long North Channel with its hundreds of wilderness islands and anchorages, plus the 100-mile long and 35-mile wide Georgian Bay with its hundreds of islands to explore. Like Lake Superior, these cruising areas offer some of the best wilderness cruising in North America, if not the world. The main Lake Huron is almost 200 miles long and about 60 miles wide, with vibrant municipal harbors on both its Michigan and Ontario Shores.

The St. Clair River, Lake St. Clair, and Detroit rivers connect Lake Huron with Lake Erie and separate the cities of Windsor, Ontario and Detroit, Michigan.

Lake Erie offers a multitude of cruising options along both its Canadian and U.S.



shorelines. Of particular interest are its western U.S. and Canadian islands in the Lake Erie wine country. Sandusky Bay, near the lake's western end, is said to be home to one of the largest concentrations of cruising boats in North America. Lake Erie is also the western-most terminus of the Erie Canal at Buffalo, New York.

The 27-mile-long Welland Canal with its 326', seven-lock (plus one levelling lock) drop across the Niagara Escarpment (think Niagara Falls) joins Lake Erie with Lake Ontario.

Lake Ontario is the smallest of the Great Lakes, but is also a cruising gem. Included in the area are wonderful cities to visit like Toronto, Ontario and Rochester, New York, The Bay of Quinte with its access to the Trent-Severn Waterway connecting Lake Ontario with Lake Huron's Georgian Bay (an attractive option for some boats doing the Great Loop), plus the more famous Thousand Islands area at the head of the St. Lawrence River, another one of the most enticing cruising areas in North America. Exiting the Great Lakes through the St. Lawrence to cruise the Canadian Maritimes is also a trip to be remembered.

Optionally, one can also enter the Erie Canal from Oswego, New York, at the eastern U.S. shores of Lake Ontario, from there proceeding to the Hudson River and points south.

The above descriptions are intended to provide only a glimpse of the extensive cruising opportunities available on the Great Lakes. Don't hesitate contacting us for more information on any particular area.

In addition to considering the Great Lakes as a cruising destination, those aspiring to do the Great Loop will want to spend plenty of time exploring the lakes for that portion of their travels. You'll find challenge, variety, and exciting destinations throughout what many call North America's Inland Oceans. And if you do visit the area, make sure to contact our new Great Lakes Cruising Station hosts Bill and Judy Rohde for their personal suggestions and extensive Great Lakes contacts. You can contact them at billrohde@msn.com or 651-633-9028 (h) or 612-991-2775 (c).

SEVEN SEAS CIRCUMNAVIGATION AWARD

Zdenka Griswold
Jack Griswold

Kite April 11, 2011 to February 21, 2016
Kite April 11, 2011 to February 21, 2016

SEVEN SEAS TRANSOCEAN AWARD – ATLANTIC

Wayne Harris

Dances With Dragons February 4 to March 13, 2016

4th Annual Summer Solstice Gam From New Cruiser to Old Salt Essex, CT - June 17-20, 2016

The ever-growing Essex Gam is celebrating its 4th and best year yet! The theme for the Gam is “From New Cruiser to Old Salt” meaning there will be something for everyone! Learn about new cruising grounds in the Eastern Caribbean, Cuba and the Lesser Antilles with weather router Chris Parker, as well as cruising guide author Frank Virgintino, George Day of *BlueWater Sailing* and Frank and Linda Knowles, organizers of the Salty Dawg Rally. For the newer cruisers, there will be talks dealing with the mental preparation for cruising, as well information about cruising grounds closer to home, particularly the ICW and New England, and there will be a roundtable opportunity (targeted primarily for women) for participants to voice their questions and anxieties about the realities of cruising.

Topics that will be of interest to ALL boaters deal with safety at sea and small engine maintenance. Plus, if you’ve ever had questions about your yacht insurance and what it really covers, tune in!

Our keynote speaker will be the president of North Sails, Tom Whidden of America’s Cup Hall of Fame and three-time cup winner with Dennis Connor. He’ll discuss the current cup campaigns and observations about changes over the years.

The event is a great value and the host, Essex Yacht Club, is offering half price moorings at \$25/night including launch service and showers. Of course, you can anchor on the river. Some of the events will be held at the Connecticut River Museum and will include a special tour of the museum by director Chris Dobbs.

Friday night starts with a dingy raft up from Bob and Brenda Osborn’s host boat, *Pandora*. Saturday morning, rides will be provided to nearby West Marine, groceries and laundry services. Located just five miles up from Long Island Sound and only 25 miles from Block Island, Essex is the quintessential New England town.

Registration and meal costs are reasonable so don’t miss this event. Go to the SSCA website, www.ssca.org to see the full agenda and to register. Questions? Contact organizer Bob Osborn at robertosbornjr@gmail.com or the SSCA office at office@ssca.org for more information.



Take Advantage of your SSCA Membership!

Are you aware of all of the benefits that your SSCA membership offers you?

- Discounts at Seven Seas U
- Local Groups ♦ SSCA Gams
- The Marine Equipment Survey
- Port Guides ♦ Cruising Stations
- Free online subscription to *Ocean Navigator*
- Member Search ♦ Additional Publications
- Member Discounts at marinas, chandleries and more
- SSCA Forum ♦ Free Membership in Island Cruising Association and more

26th Annual Penobscot Bay (Downeast) Gam July 29-30, 2016

Mark your calendar for the 2016 Penobscot Bay Gam

The 26th annual Penobscot Bay (Downeast) Gam is taking shape! Plan now to join us in our new location in Rockland Harbor, Maine (42°5.424'N, 69°6.245'W) on Friday and Saturday, July 29-30.

Our shoreside host, the Maine Sail, Power & Steam Museum, (www.sharpspointsouth.com) has kindly offered the use of dinghy docks, heads and an event tent, and a fascinating, fun marine museum to tour as well!

The schedule includes the traditional Friday afternoon dinghy raft-up on the host boat, *Sionna* (VHF 68), as well as the Saturday shoreside gathering, potluck, introductions and presentation.

Our guest speaker this year will be Monica Matheson, who is the marketing manager for this year's generous sponsor, the Cruise Cape Breton Association (www.boatingcapebreton.com). Monica will be giving us an overview and answering questions about logistics and attractions of cruising the natural splendor of Cape Breton, Nova Scotia and the Bras d'Or lake.

Saturday's gathering begins about 11 a.m. on the waterfront at the Sail, Power & Steam Museum. Curious boaters, SSCA members and guests are all welcome; please bring something for the potluck and learn about the SSCA and the cruising lifestyle. Whether by boat or car, please join us!

For full details email gam coordinators Nicki and Keith at sionnaketch32@gmail.com or call 207-450-1933.

SSCA Website Tip: Using the Dashboard

You may have found that returning to the previous page using the traditional "Back" arrow on your browser doesn't necessarily work well on the new SSCA website. Instead, you can always select the previous page from the dark blue menu bar. Or easier yet, use the Dashboard.



The Dashboard appears on each page below the menu bar on each page you visit, making it easier to return to that page. A maximum of four tabs are available at any time depending on the length of the page's title. One tab is displayed for each of the most recent pages you have visited.

So if you logged into the website at the SSCA News page, then went to the Bulletin menu under *Publications*, and finally the Calendar under the *Events* menu, you will see three items on the dashboard. To return to either of the first two, simply click on that tab.

You may close a tab at any time by clicking on the "x" in the tab's upper right corner.

For more information on navigating the website, see the FAQ on the *Help* menu.

Applications Sought for Two Upcoming Vacancies on the Board of Directors

One of SSCA's Seven Traditions is that we are a VOLUNTEER-DRIVEN organization—we volunteer our time and energy to help SSCA. While we have a small, but dedicated staff committed to our association, SSCA is driven by and for you, our members. Policy decisions, programming, games, boat show participation, our website and social media presence, member offerings and budgeting for them are determined by the consensus of our Board of Directors. We have been fortunate recently to have had terrific teams of diversified individuals who have worked well together, but as two of our current members will complete their terms in November, we have two openings to fill.

Board terms are for three years and involve regularly communicating via email, meetings by conference call, and, once a year, in person (at SSCA's expense) after the Annual General Meeting in Melbourne, Florida in the late fall. Therefore, any member can consider joining the Board, no matter where they are located, as long as they have the ability to communicate regularly.

A well-run, progressive organization that adapts to your needs while encouraging your ambitions and dreams to become a reality doesn't happen by accident. It's thanks to members just like you who have helped shape SSCA since its inception in 1952. They've given selflessly of their time to benefit our members and have reported that their pay-it-forward attitude has brought them great pleasure knowing they've had a role in shaping the future of SSCA.

If you are interested in volunteering to serve on the Board of SSCA, the application is available online at www.ssca.org/dashboard/#/ssca-documents. Or you may contact Home Base (office@ssca.org; 754-702-5068) for an application. Both Associates and Commodores in good standing are eligible and welcome to apply. Submitted applications will be forwarded to the Nominating Committee for review..

Scott Richard Berg, s/v *Chardonnay*, Chair, Nominating Committee 2016



Free Cruising Guides announces latest update ***A Cruising Guide to the Lesser Antilles 2.0, Vol. I: Virgin Islands***

Free Cruising Guides is pleased to announce that *A Cruising Guide to the Lesser Antilles 2.0 (Volume 1: Virgin Islands)* by Frank Virgintino is now available to download free at www.FreeCruisingguides.com or to purchase at Amazon and other eBookstores.

A Cruising Guide to the Lesser Antilles 2.0 – Vol. I is the result of a thorough review of the original guide and provides updates to information on clearing rules and other topics important to cruisers.

A Cruising Guide to the Lesser Antilles 2.0, Vol. I joins the list of updated guides that makes Free Cruising Guides the leading provider of current knowledge and cultural context to enrich the cruising experience for sailors at no cost to the user.

For further information, contact Dr. Catherine Hebson (Catherine@FreeCruisingGuides.com).

The SSCA Foundation needs YOU!

Each time you cast off you voluntarily undertake a significant level of responsibility for crew and vessel. Not only is it part of what it means to be captain, it's also part of what makes cruising both rewarding and, yes, fun.

The longer we cruise, the more we realize that our responsibilities as captain and crew don't stop when we put the boat on the hard for hurricane season or more definitively, swallow the anchor. The longer we cruise, the more we realize that we need to play an active and personal role in protecting the cruising lifestyle and cruisers' rights—think anchoring rights, among others—and preserving access to cruising for future generations.

And that brings us to the SSCA Foundation. Your support for the Foundation demonstrates your commitment to personally support no less than the future of cruising just as surely as the founders of SSCA 60 years ago.

SSCA has become a respected voice for cruisers' rights; a communications hub for cruisers through its *Commodore's Bulletin*, its Gams and now also its radio station KPK; and through its Seven Seas U (SSU), a source for knowledge for cruisers whether new or old hands. Your support for the Foundation allows us to further the reach and the benefits of SSU for cruisers on, well, the seven seas. Your support for the Foundation helps SSU provide the knowledge to fellow cruisers that enhances the cruising experience, the knowledge helps keep vessel maintenance understandable and affordable; all of which helps keep the cruising dream alive for this and future generations.

The bottom line is that your support for the Foundation is your personal commitment to go beyond basic SSCA membership—to enable SSCA to accomplish missions that can't be achieved through regular SSCA dues alone.

The easiest way to help the Foundation is “Give me five,” tax-free dollars, that is, by checking off the box on Gam registration and membership renewal pages. Visit <https://ssca.org/#/ssca-foundation> to read more about the three ways you can support the SSCA Foundation.

Three “406 MHz Beacon Tips from BoatUS

Many an offshore boater, sailor, or angler has appreciated the benefits of 406 MHz technology, which lies at the heart of every Emergency Position Indicating Radio Beacon (EPIRB). Since 1997, the BoatUS Foundation EPIRB Rental Program has experienced 29 activations and 71 lives saved.

Three Beacon Spring Maintenance Tips for EPIRBs and Personal Locator Beacons (PLBs):

1. Test your beacon: It won't bite, or get you into trouble. All beacons have a simple self-test feature that won't call in the cavalry. Use it. You'll sleep well knowing it will be there for you when you need it.
2. Check the battery's expiration date: No tools needed. If your battery is expired and it is not a user-replaceable battery, contact the beacon's manufacturer to find an authorized repair center near you.
3. Update the beacon's registration with NOAA: While a computer is required, it's a simple task at www.beaconregistration.noaa.gov/. Outdated information could slow your rescue so it's good to look at your registration data once a year with fresh eyes.

SSCA SEEKS 2016 AWARD NOMINATIONS

Are you aware of a person or organization that has made a difference? Or perhaps a Cruising Station that is extraordinary? If you feel that they are deserving of one of the special recognitions that SSCA awards, you may nominate them by going to the awards link on our website or you may send an email to Home Base (office@ssca.org) with the particulars. Just make sure you put Award Nomination in the subject line of the email, and then in the body of the message be sure to include who you are nominating, for which award and why you think they deserve it. Nominations must be received by June 30 for consideration. Once received, they will be reviewed by a panel and the winners will be announced and published later in the year, with the awards themselves presented at the Annual General Meeting in November, if the recipients are in attendance. If we have any questions or need additional information, our Association Director, Judi Mkam, will be in touch. Most of SSCA's awards are given annually to only one individual or couple; Clean Wake Awards and Seven Seas Recognition Awards are exceptions. Lists of previous recipients of the various awards are posted on the Awards Section of our website.

The Seven Seas Award signifies the highest international recognition of a cruising sailor whose experiences on the sea demonstrate a deep commitment to good seamanship and an understanding of his or her ship and the environment. Voyages should consist of good planning, sensible equipment and be executed in a competent manner.

South Bound II Blue Water Sailing Service Award recognizes an individual and/or organization whose volunteer efforts have rendered a valuable service to the well-being of the blue water sailing community and is presented on a periodic basis when appropriate.

Honorary Commodore status may be awarded to a member to recognize his or her substantial contributions to SSCA and its ideals.

The Bateman Cruising Station of the Year Award is presented to a volunteer Cruising Station host who has assisted visiting cruisers and particularly SSCA members in a significant capacity, and who has made an effort to promote SSCA and recruit new members.

Growltiger Clean Wake Awards for Humanitarian or Environmental Efforts recognize voyaging cruisers who exemplify by their behavior one of the main principles of SSCA: to leave a clean wake and to show respect for others and for our environment, so that those who follow in our wake will be warmly welcomed. Award recipients are those who show generosity and offer assistance to others, especially to people who live in the countries they are visiting, and/or those who involve themselves in activities of significant benefit to mankind and the environment.

Seven Seas Recognition Awards are presented to persons who have made significant contributions to SSCA or to the cruising community.

New Protocols and Arrangements for Your Safety When Transiting Near Trinidad & Tobago By Trinidad & Tobago Coast Guard

Following the boarding of two yachts on two separate occasions in December on passage from Grenada to Trinidad, the Trinidad & Tobago Coast Guard and the Yacht Services Association of Trinidad & Tobago (YSATT; <http://www.ysatt.org>) have been working hard to ensure the safe passage of recreational vessels in their waters. To this end, the Coast Guard would like to encourage all skippers making a passage between Trinidad and any neighboring country, especially if passing near the Trinidad/Venezuelan Maritime Boundary, to submit a Float Plan.

Float Plans have made a great impact on the Coast Guard's ability to provide security coverage for vessels traveling into and out of Trinidad & Tobago waters, especially along the Trinidad/Venezuela Maritime Boundary.

The Trinidad & Tobago Coast Guard have intensified their patrols along this border and continue to show a presence in the area even when there are no scheduled Float Plans, as they hope that their continued presence and visibility in the area will act as a deterrent to any persons wishing to utilize the area for illicit purposes.

The Coast Guard has also partnered with the Trinidad & Tobago Air Guard (TTAG) who have been providing some much needed air support for the ongoing security operations. Additionally, they have instituted hourly communications checks with vessels while they are making the transit. These checks are conducted by the TTCG Net Control Station over VHF Channel 16, and allow the Coast Guard to reassure the crews of the vessels that they are monitoring their journey and are standing by to render assistance if necessary. However, due to the lack of security over the open VHF network, they do not ask for positions unless they require them for a specific purpose (e.g. to render assistance etc.).

In order to make the Coast Guard more efficient in responding to Float Plans, they have decided to activate a dedicated email address for this purpose. This email address will be checked multiple times per day, and will act as an online archive of all Float Plans forwarded to them for their attention.

Anyone wishing to make the journey between Trinidad and any neighboring country should submit a Float Plan as follows:

Float Plans can be sent to the TTCG Operations Department via the following means:

- E-mail: floatplan.ttcg@gmail.com
- Fax : 1 (868) 634-4944
- Ph : 1 (868) 634-1476/ 634-8824 (TTCG)

Vessels can contact TTCG Control on VHF Channel 16 to inform of their departure/arrival. Vessels in transit can listen on VHF Channel 16 for hourly contact with TTCG Control.

Read the *Bulletin* on your Tablet

The SSCA *Commodores' Bulletin* is now available as an epub file. Download it to your tablet, Kindle, Nook or other eReader for a great way to enjoy the *Bulletin*.

Seven Seas U



In May, Seven Seas U will be offering presentations from highly qualified fellow SSCA cruisers and marine industry experts. For more information on each of these webinars and to register, login to www.ssca.org, click on the Seven Seas U topic on the News Page and then go to the Seven Seas U catalog. The initial catalog view will show you all the live webinars currently scheduled.

This year we will offer a series of free webinars – Third Thursday Free! So you can always expect a free webinar on the third Thursday of each month.

WXR210 Local Weather Effects with Lee Chesneau

WXR301 Intro to 500mb Charts with Lee Chesneau

WXR302 Tropical Cyclones with Lee Chesneau

Tuesdays/Wednesday May 3, 10, 11, 17 and 18

WXR210 discusses the need to modify your forecast to allow for local effects too small for synoptic scale WeatherFax or GRIB files to consider. Sea and land breezes, local topography, headlands and passages and oceans currents are just some of the local conditions that can modify the synoptic scale weather over a region and that must be accounted for when generating your forecast.

WXR301 introduces upper-level air concepts. The weather we experience at the earth's surface and that we see on surface charts is part of a larger three-dimensional system. The 500mb charts are an important tool used to fully understand the dynamics of the weather and to produce your own reliable localized forecasts. In the second part, Lee will discuss the characteristic 500mb patterns that indicate weather development and how to consider four navigation zones on 500mb forecast charts to route your vessel safely.

WXR302 part 1 discusses the development, life and decay of a tropical cyclone, the most feared weather at sea. The second part focuses on how to position your boat for maximum safety, whether at sea or in a marina or anchorage.

WXR211 Caribbean and Bahamas Weather

with Chris Parker

Wednesday, May 4

Chris begins with a review of large-scale (Synoptic/ Gradient) weather and contrasts it with the local weather effects characteristic in the Bahamas and Caribbean. Chris divulges some forecasting secrets that he uses to create his own tropical forecasts.



DES101 Cruising the Abacos with Pam Wall
Wednesday, May 5 and 12

Pam Wall takes you a trip from Florida across to West End in the Bahamas, a circuit of her favorite anchorages in the Abacos and back to Florida. Pam provides full information about entry and exist procedure and numerous tips on maximizing your cruising experience.



CLS112 Goin' South in 2016 with Panel - FREE
Thursday May 19

You may be aware that new restrictive anchoring legislation was signed into law earlier this year. This Third Thursday Free webinar is designed to let you know how the legislation may affect your plans to go south this fall.

In the first part of the webinar, the Concerned Cruisers Committee will update us all on the new legislation, which anchorages are affected, what we can expect going forward, and their plans to minimize the potential growth of anchoring restrictions or even win back some concessions.

In the second part, several speakers will offer suggestions on how best to live with the current restrictions, with the assumption that they are going to be around for a while—at least through the 2016 season.

There are several routes you can take to get to the Bahamas and then on to the Caribbean. We look at alternative anchorages, moorings and marina strategies to bypass the restricted anchorages. We will look at going offshore to the Bahamas or Caribbean from points farther north. We will look at changing the timing of your passage to avoid the peak seasons and we will consider what it means to go to the Bahamas in the summer months.



AROUND & ABOUT

Leslie Linkkila and Philip Dinuovo, *Carina*
Solomon Islands Cultural Festival

The wonderful welcoming Ruka clan at Roderick Bay Hideaway has asked us to remind everyone of their upcoming cultural festival. This will be the 5th annual event at Roderick Bay Hideaway at Roderick Bay off Sandfly Passage in the Florida Group of the Solomon Islands. This is a rare and fantastic opportunity to get to know the Nggela people and to learn about their rich culture. The dates for 2016 are June 24-26. Please mark your calendars and pass along the information to your friends. For further information, plus photos of past events and of the bay visit www.sv-carina.org/roderickbayhideway/index.htm or [facebook.com/roderickbayhideaway](https://www.facebook.com/roderickbayhideaway)

Roderick Bay Hideaway - Sandfly Passage, Nggela Sule Island, Florida Group, Solomon Islands Anchorage/Mooring field: 09°00.9 S, 160°07.4 E.

Joan Conover, *Growthtiger*
SailClear

I first heard about SailClear from our SSCA Cruising Station Host in Dominica, Hubert Winston. It's similar to the U.S. Small Vessel Reporting System. Check it out at www.sailclear.com. It's wonderful for a seamless Caribbean yachting experience. The new version will roll out soon where you can also pay online and also be pre-approved and never see a Customs officer until ready to leave (if pre-approved).

Hank George, *Flash*

This Summer - Two New Salty Dawg Events and an Old Favorite

The Salty Dawg Rally is hosting two new events on the Chesapeake this summer—the **Rally to Maine**, from the Southern Chesapeake to Newport and Maine, and a **Southern Chesapeake Rendezvous** open to all interested in blue-water sailing. This is in addition to the Rally's **5th Annual Bristol, R.I. 4th of July Rendezvous**. It will be a busy and fun-filled Salty Dawg summer.

The Rally to Maine, <http://saltydawgrally.org/summer-2016-salty-dawg-rally>, departs Indian Creek Yacht & Country Club in Virginia July 11, and arrives in Maine for some great downeast cruising July 18 or shortly after, depending on weather and boat speeds. The rally provides the usual solid rally preparation assistance, weather services, offshore coordination, camaraderie and fun events for which Salty Dawg Rallies are known. Vessels may also join the rally in Newport/Jamestown. This is perfect timing for the 26th Annual SSCA Downeast Gam in Penobscot Bay on July 29-30.

The Rally to Maine will include great pre-departure events, exciting stops in Dutch Harbor, R.I. (near Jamestown and Newport) and Mattapoisett Harbor, a transit through the Cape Cod Canal, and landfall in Rockland, Maine. A special arrival reception is planned in Rockland to celebrate the fleet's completion of its passage. From there cruisers can visit the iconic villages of the area, and explore the numerous attractive anchorages, parks and isles of coastal Maine. This rally is a great way to gain offshore experience, as well as to sail with a fun group of sailors. Go to <http://saltydawgrally.org/summer-2016-salty-dawg-rally> for more information on this Rally and to register.

The Salty Dawg Rally is also hosting a one-day Southern Chesapeake Rendezvous July 9 at Indian Creek Yacht & Country Club, open to all interested in blue-water sailing, with a full afternoon and evening of great activities. These include an open house of several blue-water sailing vessels, talks by experienced ocean sailors and circumnavigators, introduction of numerous blue water sailors to rub shoulders with, a superb happy hour, fun entertainment, and delicious dining offerings by Indian Creek Yacht & Country Club's Master Chef. Contact hank@saltydawgrally.org to register for this Rendezvous.

Those planning to attend the Salty Dawg 5th Annual Bristol, R.I. 4th of July Rendezvous can stay in the area and link up with the Rally to Maine about July 14. The July 4th celebration in Bristol (www.july4thbristolri.com/) is a fun, colorful and patriotic event. This will be the 231st running of Bristol's 4th of July celebration, America's oldest, complete with a parade, drum and bugle competitions, continuous entertainment, and a lot of food offerings. The Salty Dawg Rendezvous brings sailors together to enjoy these events, share happy hours and dinners together, and regale each other with tales of sailing adventures. Contact linda@saltydawgrally.org for more information or to register for this popular event.

Dave Skolnick, *Auspicious*
Final Passage of Jim Allsopp

I'm sad to report that Annapolis sailing legend Jim Allsopp has passed away after a four-year battle with brain cancer. To read about Jim's illustrious career go to www.sailingscuttlebutt.com/2016/03/13/eight-bells-jim-allsopp.

The SSCA Family extends its sincere condolences to the family and friends of Jim.

John and Lyn Martin, *Windflower*

Multihull Solutions Wonderful Sail 2 Indonesia Rally Update

It's been an exciting start to the year with the inclusion of Sail Karimata in the 2016 Sail 2 Indonesia program. The new documentation regime is now set in concrete and at the time of writing, 27 vessels are registered for this year's event—tremendous!

Sail Karimata is set to be the biggest festival on the Sail 2 Indonesia rally route this year and will be opened by the Indonesian president to much fanfare. S2I participants have been invited as honored guests. Festivities will be held in and around the provincial capital, Sukadana, and will take in many of the surrounding Karimata islands, renowned for their white sand beaches, swaying palm trees and lukewarm tropical waters.



"This is one of the most beautiful areas to cruise," said Indonesia Rally Control, Raymond Lesmana, his enthusiasm for the area plain to see. Raymond continued, talking about the area's many fabulous anchorages, great diving and snorkeling and many lovely villages nestled in quite coves.

Documentation for entry into and cruising Indonesia has long been an area of concern for cruisers. There is now good news! The CAIT has now been abolished; in its place is a new document, the Cruising Declaration. Although this has resulted in a simplified process, there is still much to do and using an Indonesian agent is still a requirement for the inward and outward clearance, the Visa Sponsor Letter, the Customs Declaration and for formalities throughout Indonesia. Sail 2 Indonesia has opted to retain these costs within the rally fee, rather than the other possibility, a reduction in the rally fee. This means that we have control over these costs, rather than yachts being required to pay ad hoc for these services as they proceed through Indonesia (with the potential of adding significantly to the costs over the course of the rally).

With 27 boats already fully registered it looks like registrations may be closed early again this year. If you haven't already done so, it is definitely time to get your registration formalized.

The Island Cruising Association offers a wide range of fun events, cruising rallies, training, practical demonstrations, on-the-water preparation and backup to assist cruisers to "get out there." Upcoming events include the CPS (Cruising Prep Seminar) in Brisbane and Cairns in June/July 2016; Multihull Solutions Wonderful Sail2Indonesia Rally and Doyle South Pacific Rally in June 2016; and the Doyle Pacific Circuit Rally on again in 2017. It's all happening!

LETTERS FROM RECOMMENDED COMMODORES

Recommended Rear Commodores: Mark and Beverly MacMahon

Calypso – 34' American Tug – 3.5' draft

Home Port: Punta Gorda – **Joined SSCA:** 1988

Sponsors: Commodores Glen and Eddie Tuttle, *Tothill*

Dear SSCA'ers,

We are Mark and Beverly MacMahon. We began boating on the Chesapeake in 1978 on a Catalina 22 and later on a Catalina 27. In 1988, we purchased a Tayana 37, moved on board in 1991, and headed south in 1992. After crossing to the Bahamas, we continued on to the Caribbean with stops at almost every island along the way to Venezuela. Departing Venezuela in late 1993, we made a four-day passage to Puerto Rico. Engine troubles required us to sail the last 400 miles without a motor. After repairing the engine, we made another four-day passage to the Turks and Caicos before returning to the U.S. through the Bahamas. We continued to sail the Chesapeake until we purchased our American Tug *Calypso* in 2006 and moved to Florida in 2008. We have subsequently transited the ICW a half dozen times, cruised both coasts of Florida extensively, and completed the 5,000-mile Great Loop. Thereafter, *Calypso* made trips to the Bahamas in both 2014 and 2015. If approved as Rear Commodores, we pledge to abide with the letter and spirit of SSCA.



Congratulations to
Steve and Kay Van Slyke, *Kavenga* (formerly)
our newest SSCA Lifetime Commodores.
They've been Commodores for 25 years
and have now earned this prestigious status.

SSCA is on Facebook



Don't forget to visit and join our Facebook group! With over 7,500 members and growing daily, SSCA's Facebook group will help you make new friends and contacts all around the world. To join our Facebook group, log into Facebook and go to www.facebook.com/groups/191122128313/ (or just search for Seven Seas Cruising Association) and ask to join the group.

A VIEW FROM THE BRIDGE

Why stay in SSCA after years of living aboard full time and cruising many miles? The answer from Lynn and me can be summed up in just two reasons, the friendships and the representation.

The friends we have met specifically because we fly the SSCA burgee upon our vessel/home are some of the best and closest in our lifetimes. Common bonds and experiences remain long after some of them—now even us for at least a temporary period—have moved ashore.

Some issues are too big to go it alone. For example the work done by Scott Berg, Phil Johnson and the CCC toward extending USCG documentation from one year to five, and the representation by Phil Werndli and the CCC on anchoring rights. With over 6,000 members globally, we often gain a better hearing and greater consideration than we might on our own. Of course we don't always get our way, but we are being heard. Neither of these brings money back into our pockets, but when considering the value for cruisers as a group, it is simply too great to ignore. As one member put it in a Cruisers' Forum discussion: *"I don't use the services of SSCA that much, but to me it's nice to have an organization that is addressing the issues that cruisers want addressed. It's \$55— geez, I blow that on a bottle of Don Julio periodically."*

While a few folks have told me SSCA was great when we were preparing, but now that we are out cruising it isn't as important to us anymore, we're staying. Because it's good for cruisers. Long after the sea miles get shorter and the land time grows longer, there will be an SSCA burgee flying upon our home. We'll be here as an SSCA Cruising Station Host even if land-locked for SSCA friends to drop by, share travels, stories and sun-downers just as we have in *Celebration's* cockpit so many times. See you here.

Steve Kauffmann
President SSCA

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The advertisement features a blue background with a white boat in the center. On the left, a tablet displays the Waterway Guide app interface. On the right, a smartphone also displays the app. A list of features is provided in the center, and a call to action for downloading the app is on the right. The Waterway Guide logo and website name are prominently displayed at the bottom, along with a promotional code for a 20% discount.



Seven Seas Cruising Association, Inc.
10211 West Sample Rd. Suite 114
Coral Springs, FL 33065 USA

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May 2016

Sponsorship is one of the Seven Traditions of SSCA