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Seven Seas Cruising Association



Commodores' Bulletin

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August 2008

CRUISING STATION UPDATE: Punta del Este and Montevideo, Uruguay

Uruguay, nestled between Argentina and Brazil, is one of the best kept secrets in South America and our newest Cruising Station Host, Alberto Garcia Scheitler, a lifelong sailor can help you get the most out of your visit there. He is the Cruising Station Host for both Punta del Este and Montevideo.

Alberto says that he's always sailed. As a child, he sailed with his father on the Rio de la Plata, but as he grew older, his taste for adventure grew as well. He's managed four transatlantic passages, the most recent in his Tayana 42, *Faial*, which currently lies moored at the Yacht Club Punta del Este (YCPE) of which he is a member. With his wife, Gabriela, and their family, they sail locally whenever they have the opportunity and last year they spent a month in the Exumas, Bahamas, but longer passages are what Alberto loves. With sparkling blue eyes, he recounts the story of having a dream of sailing to the Azores and drinking some beers at the legendary Peter Café Sport in Horta. Realizing the dream this past year was thrilling for him. He even wears a tee shirt sporting *Faial's* name and the route they traveled.



Punta del Este is a resort area, jumping in the austral summer (December through March) and laid back in the off season. Moorings are available through the DNH (Dirección Nacional de Hidrografía) and anchoring is also allowed. Most yacht club amenities are available to visiting SSCA members if you notify Alberto in advance of your arrival. Punta, as the locals call it, offers lots of upscale restaurants, shops and beaches.

Alberto works and lives in Montevideo and also belongs to the Yacht Club Uruguayo (YCU) at Puerto del Buceo in Montevideo. Complimentary moorings are available to visiting SSCA members at YCU. Again, contacting Alberto in advance insures a warm welcome and the availability of local knowledge. Montevideo is probably the most laid back capital city in South America, but offers lots in the way of sightseeing, restaurants and friendly people.

A long time member of SSCA, Alberto has been welcoming visiting sailors to Punta del Este for quite some time. He recalls with delight the arrival of SSCA Seven Seas Award winner Eric Forsyth on *Fiona* and the continued friendship the two have shared. In fact, it was Eric who recommended Alberto as a CS Host and Alberto couldn't be more pleased. He flies his SSCA burgee with pride and is looking forward to signing up more local members as well as welcoming visitors. A YCPE burgee has been sent to SSCA Headquarters to cement the relationship. Check out Alberto's website at www.faiial.com.uy.

If you plan to visit Piriapolis, Uruguay, remember that Jean Petley is our Cruising Station Host there. All of Alberto and Jean's contact information is now available online at the SSCA website, www.scca.org. Just log into the Member's Section and click on Cruising Stations.

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RECOMMENDED COMMODORES

Welcome Aboard

Richard and Lynn Bisanz..... *Wind Pony* St. Paul, MN
Rick Walker and Robin Willstein..... *Endangered Species* Jacksonville, FL
Tom and Gretchen Carbaugh..... *Glass Slipper* Newport, RI

Fourth Month

J.M. and Gail Kiel..... *Geneth* Seattle, WA
George and Pixie Noyes..... *Silver Sea* Cape Coral, FL
Jann Hedrick and Nancy Birnbaum*..... *Saga* Pt. Richmond, CA
James (Jim) Roberts..... *Revery* Huron, OH
George and Sylvia Kay Detray..... *Liahona* Newport, RI

Third Month

Kenneth and Carolyn Loving..... *Parus* Annapolis, MD
Roger and Janice Dance..... *Beaujolois* Jacksonville, FL
Don Mockford and Heather Mackey..... *Asseance*..... Toronto, Canada
Paul and Erin Moore..... *Romany Star* San Francisco, CA
Irv Halper and Marcia Fox*..... *Hangout*..... Norfolk, VA
John and Sandy DeLappa..... *Caliente*..... Cocoa Beach, FL
Doug Nash and Sylvia Fink..... *Windcastle*..... Dana Point, CA

Second Month

Lynn and Glenn Stevens..... *Steel Sapphire*..... Portsmouth, England
Chris Mooney and Barbara Leachman..... *MoonSail* Kemah, TX
Pete and Maribel Penichet..... *Paper Moon*..... New Port Richey, FL
Jonathan and Marcia Petersen..... *Nonlinear*..... New Bern, NC
Glenda Johnson..... *Our Country Home*..... Corpus Christi, TX
Michael and Barbara Dallas..... *Evening Star*..... Marietta, GA

First Month

Peter and Ginger Niemann..... *Marcy* Seattle, WA
Dana and Judy LeTourneau..... *Paradiso* Ventura, CA
Ken and Marilyn Frick..... *Dream Ketch'r* Annapolis, MD
Vern Noren and Michelle Boudreaux..... *Enchantment*..... Chicago, IL
Robert B. Heise..... *Liebchen* Titusville, FL

* applying for Rear Commodore status.

New Rear Commodores

Ben and Nancy Duggar..... *Dream Catcher*
Joanne and Frank Finney..... *Fantasy Island*

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.

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LETTERS FROM OUR MEMBERS

Seal – 38’ Atkins Ingrid - 6’ draft

Subject/Area: **Moor is Better – Majuro Mooring Project**

Dear SSCA,

The reefs of two popular tourist islands in Majuro, capital of the Marshall Islands, are soon to be saved from anchor and chain damage thanks to a mooring project being managed by the local Mico Beach Yacht Club. Moorings are hardly a new idea. Put a hefty weight in a large sandy spot, add some big ship chain, line and buoys and, ta-da, suddenly the reefs are safe. But knowing how to solve the increasing degradation of the reefs was one thing. How to fund and implement such a project was the real question.

Then, in October 2006, my husband Cary and I spotted an ad in the Marshall



Cary Evarts, manager of the yacht club's mooring project, checks the digital positions of the moorings for Enemanet Island, Majuro, with Andrew Finlay, a representative of the Republic of the Marshall Islands Environmental Protection Authority. Photo: Karen Earnshaw.

Islands Journal announcing a workshop on how to write grants for the United Nations Development Program's (UNDP) Global Environment Facility (GEF). Perfect! So off we trotted to the day-and-a-half seminar and had our brains stuffed with great information and our thumb-drives packed with proposal guidelines. GEF has a Small Grants Program, which is managed in Micronesia from Pohnpei in the Federated States of Micronesia.

The first step, which we completed in early December, was to write a three-page outline of our plan to install 10 "large" and five "small" moorings, including a budget (the latter came to

about \$47,000 in "real" money and \$35,000 in "in-kind" (donated time and services). All of this would be managed by the incorporated Mico Beach Yacht Club, of which Cary and I are founding members, having first sailed into Majuro on our yacht *Seal* in 1998.

The Grants Program's Majuro committee liked the overall plan and gave us the go-ahead to write a full proposal, but said that approval would rely on our including more local community involvement. This we did by including partnerships with a wider group of community, government, and private sector organizations and expanding our community and school awareness campaign. Key, as well, was getting landowners' permission for the project, with the two families of Eneko and Enemanet Islands being fully supportive. These islands are just four or five miles from the main mooring fields of downtown Majuro. Finally, we hit "send" on the proposal and then sat back, fingers crossed.

On May 16, 2007, we received the following email: Greetings Vice Commodore Rodick, It is my honor to inform you ... that your project proposal submitted to us has been fully approved. I am herewith attaching the Memorandum of Agreement (MOA)... OKean Ehmes, GEF SGP/NZAID PEF Partnership, Micronesia (ROP,

FSM, RMI).

The yacht club immediately created a sub-committee to exclusively handle the project. The club's new Commodore, Liz Rodick, was made committee chair; Phil Marshall, a top-notch finance guy (and owner of the cruising yacht *Bellatrix*) was appointed Treasurer; I became Secretary; and Jerry McGraw off *Po'Oino Roa* became the fourth member. As Cary was to be project manager, it was decided he would not be on the committee.



A 3,000-pound anchor is slowly dropped onto the sand to become the first mooring weight in the Mieco Beach Yacht Club's Majuro Reef Protection Mooring Project.

Photo: Debra Burnsworth, Suka.

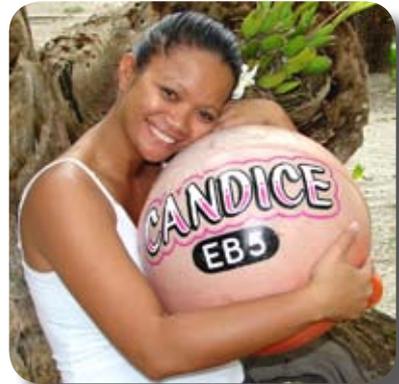
have scoured the ocean side beaches of the outer islands and brought home a valuable collection of solid plastic buoys. The shackles, line, and hose (to protect the pennant) were ordered off-island. Of note is that now that the project is well underway, we expect to complete it well under budget.

To add a touch of fun to the project - and to give the moorings a sense of "ownership" - it was decided that each of the buoys would bear the name of a Marshallese person with a special interest in protecting the reefs. In March of this year we ceremonially installed the first mooring "Candice," (for Candice Guavis who works at the Marshall Islands Marine Resources Authority) in 50' of water off Enemanet, with a class of college scuba divers watching the action. All the moorings will be free for all boats on a first-come, first-serve basis, with no time limit imposed.

In recent weeks, Cary has been gathering the remaining weights and these and the chain will be delivered to the islands using a boom truck on a big landing craft. We hope to have all the moorings installed by July or

One of the great aspects of this project is that we are recycling unwanted items from the shore and the lagoon to make the business end of the moorings. The donated weights are mainly counterweights from "dead" forklifts and engine blocks, while much of the big ship chain was salvaged from wrecks.

Over the past year dozens of visiting cruisers



Candice Guavis, a fisheries officer with the Marshall Islands Marine Resources Authority, poses with the first buoy, one of a series of 15 moorings to be installed at two popular anchoring spots in Majuro Atoll.

Photo: Karen Earnshaw.



August, at which point we'll have beach parties to celebrate.

But that won't be the end of the project: The community awareness campaign will continue, a monitoring and maintenance program will be instituted - and the reefs of two small islands will breathe a huge sigh of relief.

If anyone has any questions regarding the Mico Beach Yacht Club Majuro Reef Protection Mooring Project, please email me, Karen Earnshaw, Majuro Cruising Station Host at yachtseal@hotmail.com.

ASSOCIATES KAREN EARNSHAW
AND CARY EVARTS

Alyssa "Mico" Reimers poses with her buoy, which was painted by the author. Her grandpa, Ramsey Reimers, and his family eagerly gave permission for a series of moorings to be installed off his land at Eneko Island, Majuro Atoll. Photo: Karen Earnshaw.

Osiris – 53' Gulfstar – 5' draft
Subject/Area: **8 Months in Grenada, Part II**

Dear SSCA,

We just finished eight continuous months in Grenada and we will be going back for more soon. Grenada is a unique jewel amongst the Eastern Caribbean islands. Approaching the main island of Grenada from the north or west, you should plan to make landfall at St. Georges on the southern end of the west side of the island. If coming from the south or east it would probably be best to enter at Prickly Bay, which is near the western end of the south shore. Both are Ports of Entry.

If you have already checked into Grenada at Carriacou, it is only a wonderful day sail south past Ronde Island and down the western shore of Grenada. There are some small coves along the western shore where you can stop but only two harbors. One is Halifax Harbor about two-thirds of



the way down the west shore which is quite sheltered from winds and waves. However, Halifax Harbor is not such a pleasant place because of a large garbage dump at the

head of the little bay. Also there is a cable across most of the inner bay that must be avoided. Between Halifax Harbor and St. George's is Moliniere Bay with an underwater sculpture garden of some very strange and humorous sculptures. There is a mooring or two there so you will not damage the sculptures by dropping an anchor on them.

Further south is the capitol city of Grenada, St. George's. I firmly believe it is one of the most visually pleasant cities to see as you enter. The city is draped over two bays and three hills and has two inner basins. The businesses and houses are built up and over the hills in tiers, one above the other. When approaching from seaward you will be able to see the new large cruise ship pier and terminal just north of the entrance to the inner basins. Just south of the new cruise ship pier is a hill with Fort George perched on top and the big hospital just below. The fort guards the northern side of the entrance to the inner basins. Ballast hill marks the southern side. The first little bay stretching north is called the "Carenage." This is for commercial boats, fishing boats, and ferries. Between the two basins is the dock for container ships and overflow cruise ships. Just to the southeast is the second little bay known as "The Lagoon."

The Lagoon is for visiting cruising boats. Inside the Lagoon is the Grenada Yacht Club on the north shore and the new Port Louis Marina complex on the southwest shore. Arriving from seaward there are normal sea buoys and channel buoys that lead you into the area of the container ship dock complex. You follow this channel and then proceed southeastward paralleling the commercial dock into the Lagoon. Recently the



entrance of the Lagoon has been dredged to open it up from shore to shore. Stay between the red buoys and the commercial dock and you cannot get into trouble. However, the dredging is being done by an island dredging company so that some buoys and markers tend to get arbitrarily repositioned out of their correct places. But once you get abeam of the commercial docks you have a straight line into the lagoon.

The Grenada Yacht Club is a venerable old operation with one long dock. The Grenada Customs/Immigration office is in the GYC Clubhouse. On the south side of the dock there are stern-to tie-ups using a bow buoy or your own anchor. Along the north side of this dock is side-tie docking. They have a website at www.grenadayachtclub.com where you can find rates and facilities. Currently they are the only facility on this side of the island with a fuel dock. We have spent almost all of our long stay in Grenada

at the GYC and appreciated the very reasonable rates and good service.

Across the Lagoon is the new Port Louis Marina complex, which is hoping to attract “mega-yachts” and other people with too much money. Currently they only have one very long face pier/wall for tie-ups. They have a website at: . The plans call for a long dock and fingers that will consume most of the southern side in the Lagoon. But as with all Caribbean island projects this one is years behind schedule and currently progress is very slow. That means that the traditional anchorage area inside the Lagoon is still open and available for visiting boats. The good news is that in the process of building Port Louis they were required to clean out the sunken wreckage from Hurricane Ivan and the remains of the old GYS piers and pilings. The bottom is now soft mud with occasional piling holes. Dragging is a constant problem in high winds, which are fortunately quite rare inside the Lagoon. So use a “soft mud” type anchor. The surrounding mountains leave the Lagoon mostly without much wind. The water is quite calm. That results in boats drifting every which way whenever a little puff of wind swirls down into the bowl. You can end up with unintended raft-ups (otherwise known as playing bumper-boats) with your neighbor when the Lagoon is crowded.

Outside of the main harbor along the southern cliffs of Ballast Hill is an area known as Martin’s Bay. Lots of boats anchor out there to take advantage of good breezes and clean water. But do not get too close to the cliffs as the bottom is hard rubble and rock. And there are usually constant swells from the northwest in this area and monohulls are slowly rolling constantly.

Along the seawall of the Carenage are places to secure your dinghy and do some shopping. Inside the Lagoon there are dinghy docks provided by the major businesses. There are two very good grocery stores, one in the Carenage next door to the Nutmeg Restaurant and another in the Lagoon along the south shore. Island Waterworld has its main store on the eastern shore of the Lagoon. Hardware and other stores line the shores of both the Carenage and the Lagoon. There is no shortage of good restaurants and local places to eat. One of the places is called New China and it is so new that they do not speak much English. Unless you speak Chinese you have to point and pantomime what you want to eat and drink.

The main “cruiser community” is located in the bays that are along the east shore of Grenada. You will encounter very little wind and rarely any waves as you proceed south towards Point Salines. Then you turn east and butt head on into the trades and 3-5 ft seas or more. There seems to be a constant westward current and the wonderful sleigh ride south now turns into a slow slog eastward. These bays get the constant trade winds for great natural air conditioning on the hot summer days. The first major bay is Prickly Bay with Customs and Immigration at the Prickly Bay Marina complex on the east shore. There is limited dockage here, a small grocery store and a bar/grill. Most of the cruiser social activities seem to be centered around this complex.

At the north end of Prickly Bay is Spice Island Marine Boatyard, Budget Marine store, De Big Fish grill/bar/restaurant and a dinghy dock. This is where you put your dinghy when you want to walk up to the main road and catch a bus to town. Prickly Bay is wide open to the ocean and normally has gentle and persistent swells rolling in to keep everybody rolling day and night.

The next bay eastward along the south coast is Mount Hartman and is entered

through a channel marked by buoys. Inside is a good anchorage protected on all side by hills and reefs. Martins Marina is the successor to the old Secret Harbor/Moorings marina. Entering from seaward you take a left into Mount Hartman Bay. If you take a right at the green-red buoy you end up in the Hog Island anchorage on the northwest side of Hog Island. This is a very popular anchorage for boats with children onboard. Hog Island has a good beach for playing, trails for exploring and there's a beach bar with Sunday barbeques.

The next bay is Clarkes Court Bay, another favorite of mine. Just as you enter along a well, buoyed channel you pass Calivigny Island on the right with a massive home built by a French magnate with way too much money. To your left is a small cove on the eastern side of Hog Island called Saga Cove. It is a fabulous place for young (regardless of age) lovers and folks who do not like crowds.

At the north end of the bay is the Canadian facility, Clarks Court Bay Marina with dockage, a club house with Wi-Fi for paying guests and plenty of social activities. Their website is .

On the eastern side of the bay is the new French facility, Whisper Cove Marina operated by a French couple with free Wi-Fi to everybody and a bar/restaurant. Luke and his wife are very friendly, but bring insect repellent if you plan to eat or use the Internet. See their website at .



On the eastern side of Calivigny Island at the north end of a little bay is the new German facility, Le Phare Bleu Marina & Resort complex. Website is . It is still under construction.

Three and a quarter nautical miles east is St David's Bay with the Grenada Marine boatyard. Of the two boatyards on the main island of Grenada, Grenada Marine fared best when Hurricane Ivan did its thing. The surrounding hills seemed to provide some protection from the winds, rain and tidal surge. Spice Island Marine is out on the flats and suffered major losses. The Lagoon anchorage got severely whipped and most boats were sunk or pushed up on the surrounding shoreline. The boatyards have subsequently changed their facilities and now offer an option of using the single piece modular steel cradle to hold your boat instead of the classical jackstands. Most of the problems were caused by the old style jackstands being washed out from under the boats by the torrential rain. The new cradles look like a positive improvement. And with the ever upward spiraling prices in Trinidad, the boatyards in Grenada are becoming a very good bargain for both storage, haulouts and having work done before setting out again.

Speaking of hurricanes, in the Caribbean Islands east of Puerto Rico the statistical hurricane season starts in mid August and runs to the middle of November.

Before and after that time period the storms are generally in the western Caribbean and Gulf of Mexico. Statistically, it appears that the Leeward and Windward islands take a beating for alternating periods of about five years. The Windwards have finished their five years at bat and now the Leewards are up, but we are two years into their cycle with no significant storms. I guess Mother Nature does not read the same manuals and use the same weather modeling software that we mortals use and she just does as she pleases. So tell her to please stay away for another year or two.

Anyway, because Grenada is such a fabulous little island with a small population, it is my favorite place for passing those vulnerable months. But I always keep my boat ready to make the 82 nm dash to Trinidad if a big tropical storm or any hurricane threatens. I wait until the storm is within 48 hours to make my decision. Outside of that, the error in track prediction is just too large. Trinidad is only 12 hours or less away for me and I have found that the day or two before a hurricane the trade winds cease and the seas flatten. When you see those conditions in the Windward islands something big is surely coming.

While we are waiting for the fall, we explore Grenada and take occasional sails back up to Carriacou and the Grenadines for a few days. It is nice to be able to get away for some fine sailing and other activities in the Grenadines. Since there is Wi-Fi everywhere now it is easy to keep an eagle eye on the forecasts and weather charts.

So what do you do while in Grenada for eight months? Well, several hops up to the Grenadines are refreshing breaks and you can harbor hop among the bays on the south shore. Be sure to visit the Belmont Estate where they harvest and process cocoa pods into chocolate beans. And the Rivers Rum Distillery where they make white rum the original way. And Concord Waterfalls and other waterfalls high up in the central mountains. On top of the highest mountain is Grand Etang park with a dormant volcanic crater lake, museum, and wild monkeys.

The “cruiser community” has lots of social activities going all the time. The morning cruiser net on VHF channel 68 at 0730, Monday to Saturday is full of announcements for Island tours, hikes to waterfalls, potlucks, and other activities. There is also no end to the little shops and fine restaurants to visit. There is an outdoor vegetable and spice market and hundreds of little local shops and stores selling everything in downtown St. George’s over the hill by the cruise ship terminal. Grand Anse beach runs for a nautical mile along the western shore just south of St. George’s. At the north

end is a little bar/grill known as Jenny’s Place which has fabulous R&B and Jazz music and jam sessions on Sunday afternoons and Thursday evenings. You can stand chest deep in blue Caribbean water with a rum punch (or whatever) in your hand and listen to some very fine music. Now that’s my idea of a cruiser lifestyle. Or you can sit on



the porch and watch and listen and enjoy a real fine buffet lunch. Afterwards you can walk the length of the beach and visit the Craft and Spices Market and then watch the land tourists sunburn themselves from lily white to lobster red as they get their one week in paradise. A little farther south is a tiny cove by Quarantine Point. The beach is surrounded by cliffs and is accessible only by dinghy. There is good snorkeling under the cliffs on both sides of the cove.

Just west of Grand Anse Beach is the Spiceland Mall with a large supermarket with all the “normal” foods we are used to consuming. Also, there is a great hardware store, some little shops and a food court inside the mall. One of the places in the food court has lamb kabobs to die for. And then just north across the soccer / football field is another small shopping center, La Marquise, with Sushi, an Italian Wine bar, a pizza place and a little sandwich store. There are now two to four cruise ships a day stopping at Grenada during the season and the island is importing major amounts of food and supplies. The selection of foods and costs, in my opinion, is now comparable or better than what you can find in Trinidad. And they are quite reasonable when you learn where to look for the deals. Downtown there is a very good Chinese place, the Nutmeg Restaurant an historic wonder not to be missed, and the Ocean Grill and BB’s, two good places right out on the water of the Carenage. Go over the hill towards the outdoor market and cruise ship terminal to Esplanade Mall and you will find even more places to discover.

It is difficult to get fat in Grenada, even with all the good places to eat. The island is all uphill and downhill so you burn some significant calories walking and exploring. And you can walk everywhere day or night in safety and peace of mind as the Grenadians are uniquely polite and honest. In fact, it is a little of a problem because when you do eventually leave for other destinations you will have been lulled into complacency, forgetting about the normal boat and personal security measures you need to observe when in the rest of the Caribbean islands.

ASSOCIATES JIM AND GALINA GRAHAM

Quetzalcoatl – 45’ Brewer Miami - 6’ draft

Subject/Area: **Puerto Lucia Yacht Club and Impressions of Ecuador**

Dear SSCA,

Puerto Lucia Yacht Club in La Libertad, Ecuador is no secret. Much has been written discussing its various charms, and it does have many endearing qualities. It is a large yacht club, containing two swimming pools, three tennis courts, a restaurant, a hotel, condominiums and a private beach on the bay. Oh yes, and two bars and a workout room. They have frequent sailboat races for the younger members. From a visitor’s standpoint, much of that stuff doesn’t matter. We are only allowed to use the restaurant, bar and for a fee the workout facility and laundry service.

According to an advertisement in a popular American magazine, Puerto Lucia Yacht Club offers “excellent climate, floating docks, fuel, laundry, Mediterranean style moorings, Wi-Fi, cruiser lounge, and electric and water hookups.”

We would like to explain what you actually get with the advertised features and

then offer some observations on Ecuador and the area around the yacht club.

Excellent Climate: The climate is comfortable. There is seldom any rain and when it does rain, it usually comes as more of a mist. The drawback is that your boat will get very dirty. The deck can be kept clean with washing, but your rig and canvas will get filthy. The typical day is overcast with comfortable temperatures. Sometimes temperatures are on the cool side. There is seldom any lightning and humidity is low for the tropics. There is seldom any appreciable wind. Overall, the climate is good for storing or working on a boat.

Floating Docks: There are floating docks, but no cruising boats stay at them for over a few days. There is a surge in the marina basin and it makes living aboard very uncomfortable. The docks twist and contort, making loud metal to metal noises. Boards and screws pop loose. In places, the docks twist and flex to a steep angle. It is something to see. We saw a Hunter Legend 40



Docks flexing with the surge.

yank a cleat out the dock and finger piers that had broken loose. In addition to the noise and jerking, there is a lot of wear and tear on dock lines and deck hardware. Another drawback to being in the water is natural oil seepage. In addition to making a mess of your waterlines, huge kills of small fish occur. Slips at the floating dock are also a little on the expensive side. You will not enjoy being in one of them.

Fuel: After the new rules came into effect in the summer of 2007, the yacht club stopped selling fuel and security at the gate would not allow individuals to bring fuel in from outside. To get fuel, it was necessary to employ an agent. The pump price for diesel is \$1.03 USD per gallon. The agent was charging whatever he thought he could get, up to \$2.50 USD per gallon. The “official” reason given for this price increase is that fuel is subsidized by the government to help Ecuadorians. Most cruisers would not mind paying \$2.50 USD per gallon if the excess money helped Ecuadorians. What does happen to that money? Our agent knows, but he is not saying.

Laundry: The advertised laundry is a service where you take your laundry to the hotel desk and pick it up the next day. There are no self-service machines anywhere in La Libertad. Prices were reasonable and the work was satisfactory.

Mediterranean Style Moorings: What one finds are boats securely moored side by side with lines run to mooring buoys and to shore, forming a row of moored boats a short distance from shore. However, there is no way to walk ashore from your boat. It is necessary to use your dinghy. Also, getting electricity and water to your boat, while not impossible, is nearly so. We saw local boats hardwired into electric boxes, but no outlets for plug ins. Due to your distance from shore and from the water outlets and electric boxes, a very long hose or power cable might be needed. Also, don't forget about the oil

seepage in the water. This is a more popular option than the floating docks, but it falls way short of expectations.

Wi-Fi: If Wi-Fi exists no one we talked to could figure out how to use it. There were signs in Spanish in the lounge referring to Wi-Fi, but we could not find a signal.

Cruisers Lounge: The lounge has three computers that allow the use of the Internet via wire, and a rack for exchanging books and magazines. There is very little in the way of furniture and the air is frequently stuffy. Except for people using the computers, it gets little use. The drawbacks with these computers are that they require a password that changes daily and they are painfully slow. Finding someone who knows the password can become an exercise in futility. We found it quicker and easier to take our laptop to an Internet café in town.

Electric and Water: Water is no problem at the floating docks or in the yard. Electric is an interesting mess for boats on the hard and in the Med style moorings. The outlets in



Walkway torn loose by surge and Med style moorings in background.

the yard accept standard three-pronged 15 amp plugs. How many amps are actually coming through is anyone's guess. We tripped the 30 amp breaker on our boat while hooked up, but never heard of a breaker at the outlet box being tripped. The main problems with the outlet boxes are that some boats are a long distance from them, and only a few of the available outlets in the box were functional. Our observations on electric and water for the Med Style Moorings is covered in that

paragraph.

One of the better features at Puerto Lucia Yacht Club was not listed in their advertisement. That is the security in the yard. There are security guards patrolling around the clock. One is charged with carrying a large book into which he records everything he sees. If something goes missing, there will be a record of when it was last seen. Only club members, cruisers, and invited guests get through the gates.

Most cruisers at Puerto Lucia Yacht Club live aboard on-the-hard and sanitation becomes a problem. The yacht club does not offer a means for emptying holding tanks. Some cruisers run hoses from their boats to the rocks of the seawall to dispose of gray water. We saw one cruiser pump his head holding tank into these rocks as well. There is only one set of restrooms and showers and they are on the opposite side of the marina from where the boats are blocked. The restrooms are quite far from the boats and so dumping into the rocks happens. While our boat was at the Puerto Lucia Yacht Club, we rented a two bedroom furnished apartment near the club for \$450 USD per month, utilities included. We feel it was well worth it. It was comfortable, secure, and we became friends with several local families.

We found that the only way to get work done on our boat was to do it ourselves. Stewart Yacht Services is the local source for hiring work. However, getting them to actually work on your boat is difficult. If you are persistent you might get something accomplished. On arrival, we gave them a full page of various projects. We even discussed the projects and got some estimates. In the end, the only work we got out of Stewart Yacht Services was to paint the bottom before launching five months later. To their credit, they did a great job on the bottom. Stewart Yacht Services offers an SSCA discount on some of their services.

If you have any boat projects in mind, it would be best to bring everything you will need with you. Most marine gear is not available in Ecuador. Forget about having anything shipped in as it is expensive and very slow. If you fly home you might try bringing things in as luggage. We flew in from the U.S. with about 300 pounds of assorted marine gear and a sewing machine. Everything went through the customs x-ray machine and the only thing they wanted to look at was the sewing machine. When they saw what it was, we were cleared to go.

In 2007 our yard storage fees started at \$437 USD and decreased each month to \$328 USD for the sixth month. There was a \$200 USD per month live aboard fee if you choose to live aboard while on –the hard.

In spite of what you might think by reading this, we enjoyed Ecuador very much. The Ecuadorian people are among the friendliest we have encountered, except when they are behind the wheel. We were amazed at some of the things we saw on the streets. There are stop signs and crosswalks, but they must be invisible to the drivers. Pedestrians have no rights over vehicles. Vehicles will stop anywhere for any reason and turns are made from any lane at any time. To get onto a busy street from a side street, the driver starts creeping into the street until traffic can no longer get around him, and then he goes. Horns seem to be used more than brakes. Speed is controlled by potholes and rough roads. One of the more outrageous things we saw was a family of five riding on one motorcycle. The streets are total chaos. Be careful. The U.S. Dollar is the currency used. If you ever wondered what happened to all those Sacajawea dollars that our government minted, they found a home in Ecuador. Prices for most things are quite low.

There are not many restaurants in La Libertad, but we found a few we liked. Salinas, a larger beach city nearby, has many to choose from and transportation is cheap. A taxi ride should cost no more than \$3.00 USD and a bus ride is 25 cents per person. We particularly liked the *almuerzo*. In Spanish, *almuerzo* means the mid-day meal, but in Ecuador it is a special meal. It's a lunch consisting of a big bowl of homemade soup, a full main course and a glass of juice. Your server will often be a waiter wearing a white shirt and bowtie with five star manners. All this costs anywhere from \$1.50 to \$3.00 USD depending on the restaurant and is available throughout Ecuador, including the Galapagos. Remember when the waiter hands you a menu to specify the *almuerzo*.

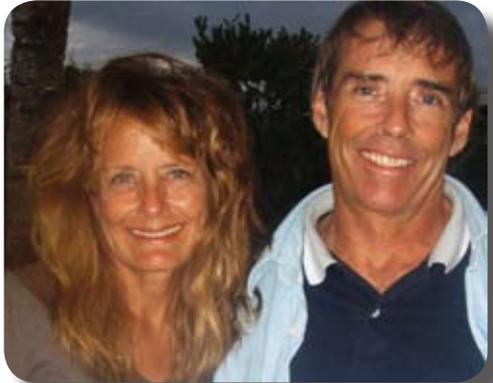
If you decide to go to Ecuador, be sure you have had your yellow fever vaccination and bring your card. If you arrive without the card, you will have to get vaccinated and that may prove to be very inconvenient and time consuming as the vaccine may not be readily available.

ASSOCIATES DON BRYDEN AND SEISHU SONO

Scud – 44' St. Francis – 2.5' draft
Subject/Area: **Cruising the South Pacific with Teens**

Dear SSCA,

Bahamas: February 2005, my husband, Peter, and I departed with our two teen sons, Adam (16) and Warren (14) for the South Pacific from George Town, Great Exuma. It was to be our great adventure as a family, following our sons' successful homeschooling and childhood spent in the Bahamas aboard *Scud*, our St. Francis 44' catamaran (www.yachtscud.com). After lessons, the windsurfers, kiteboards and surfboards appeared for healthy activities with all the kids residing aboard boats in



George Town. Summers saw us along the U.S. East Coast to visit family or in the Caribbean, awaiting the passage of hurricane season.

To bypass the traumas and dramas of teens in our troubling American society, we highly recommend taking to the high seas for some fun adventure with other cruising families. Your children will return as better individuals because of it. You will too. All during our circumnavigation, people and officials were very kind and friendly. Many took us into their homes. This is a brief summary of our Oceanic journey to guide you on your way.

Jamaica: From the Exumas, we enjoyed a sleigh-ride down to Port Antonio, where we relished countryside hikes and loaded up on cheap farmers' produce. Except otherwise mentioned, we never slipped into a marina, always choosing the hook for fresh breezes and to save money.

Panama: After an uneventful canal transit, we met a community of families preparing for a coconut run to the Marquesas. En route to Nuka Hiva, the teens took turns running the SSB nets, bragging about fish catches, sharing recipes or craft ideas and telling jokes. The adults jumped in too, for weather sharing.

French Polynesia: From the Marquesas, we visited the incredible Tuamotus, where the teen families in Toau adopted us, including us in their pearl harvesting, construction chores, and copra work. It was a magical time. Eye your waters carefully here and load up on staples to trade for the lovely black pearls. Don't miss them! In the Society Islands, tourists abound; Little Tahiti is far more interesting than Big Tahiti. Note: we purchased the "cruising stamp" in the Marquesas, expecting to pay the large bond when we checked in/out of French Polynesia in Tahiti for Suwarrow. No need. The kind official dropped the fee, since we were departing the following morning.

Suwarrow: Snorkeling here, and further west is beyond believable in all waters. A kind caretaker named John lives in Suwarrow with his wife and children, homeschooling. Load up on veggies with long shelf lives. Take extra for John and Veronica, and you'll

relish their rapturous thanks. Five teen boats were in port simultaneously, and we enjoyed late afternoons strumming guitars and flutes, while sharing in delicious potluck feasts. (No stores here either.) You'll get used to the sharks; not to worry; they're well fed!

Samoa: Skip Pago Pago, American Samoa, unless you need parts, which you've intelligently pre-ordered via air-freight. Collect it, then depart. Friends vomited in their galley sink from the tuna factory stench and choppy harbor fetch. Api, Western Samoa, is a joy. Take a tour to the local waterfall, Robert Livingston's old home, and Bahi' church (their bus will collect you). The farmer's market is within walking distance.

Fiji: Buy kava root at the Suva or Nadi farmer's markets before visiting Viti Levu south coast. Request permission to visit a village through the island chief and offer him your gift of cava root (a big no-no without it!). Extra school supplies are greatly appreciated! Not to be missed is Likuri Harbor, better known as the Robinson Crusoe backpacker's resort on the Batiri River with cheap buffet dinners and a friendly staff of young people. Your teens will learn to twirl fire, climb coconut trees, and do the Fijian dance. Enjoy the roast pig in the ground on Sunday. Explore town and the remote villages upriver for a treat. (Crusoe staff will draw you a map.) Don't forget the cava root and child treats! I never leave home without home-baked cookies for the local kids. For a civilization fix, Musket Cove Marina in Malolo Lailai (Mamanucas Group of western Viti Levu) is a great cruiser hang-out with free use of outdoor grills, pleasant hiking, shops and facilities, and an annual regatta. Many cruisers store their boats here for cyclone season while taking a trip home. Note: don't touch the cone shells, and don't stick hands in the craggy rocks. Cone shells and a particular tiny octopus are extremely poisonous! I used a galley spoon to explore the pretty shallows.



New Caledonia: Superb windsurfing in Noumea, the Oceania of Paris. You can anchor safely outside the local marina. Food vendors pull in at sundown for great meals on the cheap in the parking lot. Isle of Pines offers great hiking. We trekked/hitchhiked to the nearby boat building site of outrigger canoes. For excellent surfing, snorkeling, and photography, cruise the western reef and anchor off Teni Island. You'll get used to the yellow-banded poisonous sea snake. They cannot hurt you, unless you stick your finger down their throat, as fangs are located in the back of their jaws. Respect and admire them, and they'll leave you be, being very shy creatures of habit.

Australia: After clearing in, we stayed in Brisbane on the mooring posts, enjoying

the bounties of bookstores and shops, before spending cyclone season in Yamba, a fishing town, on the hook. There's a library nearby, good surfing and beach showers. Many cruisers sold their boats in Sydney; we carried on sailing around to Darwin en route to Indonesia. Don the full skin before cruising along the Great Barrier Reef for protection of wandering box jellies, which you can see – they're big! In the Northern Territory, never swim or dive where crocs are regular residents of harbors. They will eat you! Great beaches though, for jogging and games.

ASSOCIATES TINA AND PETER DREFFIN

Fidelio of London – 37' Najad 371 - 6' draft

Subject/Area: *Fidelio's Little Book of Turkish Anchorages – Part I: Fethiye and Gocek Area*

Dear SSCA,

These are extracts from the little book that *Fidelio* keeps for her own benefit, relating to southwest Turkish anchorages. It supplements good charts and a good cruising guide such as Rod Heikell's *Turkish Waters & Cyprus Pilot*. It does not deal with all anchorages but it does cover most of them. Data relates mostly to 2007. As will become clear, it covers more than just anchoring tips. Spelling of names here may vary slightly from charts/pilot book.

FETHIYE

It is difficult to leave this place. Be warned. There are various theoretically possible anchorages, but the only practical ones in terms of access to the town are in the south side of Fethiye Bay. Some favor the southwest corner near the Mediteran Hotel, which used to be a favorite yachties' haunt (beer is three YTL or Yeni Turk Lirasi, 1 YTL is .81 USD). Some like to anchor on the south side opposite the Yes Marina. Some like to be just outside the main marina.

When *Fidelio* anchored near Yes Marina in 10 meters, the marina allowed dinghy use of their dock; their beers were 4 YTL (in 2006), including a plate of nuts. Their menu was largely hamburger but they also do breakfast. On the nearby road it is only about a 15-minute walk into town and there are frequent *dolmuses* (about every 10 minutes). Don't anchor too close or the marina staff will become agitated.

The Saripani restaurant, which is part of the Otopark Hotel, 300 meters west of Yes Marina, is highly recommended by local yachties. The set menu appears expensive but includes five courses and half a bottle of good wine and is a good value.

Inside the main "ECE" (pronounced AYJAY) Marina, the fuel dock is at the end on the right; to the left of the fuel dock, looking from seaward, is a place to tie your dinghy e.g., if using the marina market, which is small but reasonably stocked. The marina is good. Water and electricity are included in the mooring fee. Avoid the outer breakwater where you are beam-on to the normal westerlies, and go for a place on one of the inner pontoons where you are moored east-west. In theory these are for contract-

holders only, but in practice a space for a few days may be possible.

Fethiye market day is on Tuesday, with a Farmer's market on Fridays. The walk around the headland takes about 2½ hours; do it counterclockwise. There is a pleasant walk from near the Otopark Hotel. Go west from the hotel and take the rough path just before the shipyard. Follow it up and you should pick up an excellent marked trail that links into the dirt road track leading up to the ridge (about 1½ hours up).

GOCEK

Anchor where shown on the chart/pilot book, opposite the new residential development and the long bungalow to its west. The suggested anchorage to the west of the bay is not recommended as it does not have much to offer, particularly since a fuel barge is moored in the best anchoring spot. Large vessels deliver to the wharf and so one has to allow ample turning room near there.

Tie dinghies to the west side of the concrete root of Skopea Marina jetty. A painter longer than three meters is useful. Nearest telephones are on the front. There's no shortage of shopping. Migros supermarket is at the eastern end of the main street and Tasas, which is larger, is at the western end. There is a small supermarket in the western extension of the main street. Market day is Sunday. *Fidelio* once managed to anchor in seven meters, but generally one has to anchor in 12-14 meters. In June, the area was prone to late afternoon squally thunderstorms.

GULF OF GOCEK BAYS

Bay X: *Fidelio* is not sure whether this has a name. It is north of Laundry Bay (see below). Depths are mostly greater than 15 meters, but it is possible to anchor off the west end of the beach on the northern side, with a line ashore.

Laundry Bay: This is the cove at the north of Ortism Buku, near the entrance to the bay. There is a water supply in the northwest corner. The bay is mostly deep, except in the northeast corner, where an anchorage in less than 15 meters is possible with a line ashore. It's open to the south, but not more so than Gocek and it's a peaceful spot.

Ortism Buku: This is an attractive area and at its head it looks possible to anchor in 12-14 meters, with lines ashore to the northwest or southeast side.

Boynuz Buku: This is very pleasant. The bottom shelves evenly at the anchoring area near the restaurant. *Fidelio* anchored in 7.4 meters, swinging at 36°42.589'N, 028°53.680'E. Elsewhere you can anchor in 12-15 meters. At the end of the bay is a restaurant whose jetty has a good supply of excellent spring water. To the left of the restaurant, as you approach, you will see the entrance to a (shallow) lagoon. Approach the south side of that entrance on a southwesterly heading and drop anchor opposite the tree before the last tall tree on the south side of the bay. Go no farther southwest than that since the bottom shelves more quickly, but anchoring a little southeast or northwest of the suggested spot is feasible.

Round Bay: This is much more protected than the charts would suggest. The problem is that the wind funnels down the valley from the west, which could make the anchorage uncomfortable. The cove in the southwest part of the bay is preferred for that reason, but be careful of rocks extending up to 10 meters from the shore. This is a

slightly desolate place, an impression compounded by the rubbish onshore.

Tomb Bay: The only decent mooring is off the restaurants where you have to Med-moor to one of the restaurant jetties. You can, however, go to the two coves south of the restaurants, drop in about 10-12 meters and take a line ashore. You need to drop at the eastern end of either cove and fall back in a southwesterly direction, assuming that there is room to do this in relation to other anchored boats. You will need shore lines of 50-70 meters. If you cannot get into one of these coves, then anchoring will be in more than 16 meters, and often much more. The whole bay is prone to uncomfortable westerly gusts, even in the middle of the night which is normally a quiet time in this area.

Sarsala Iskelese: This is *Fidelio's* favorite anchorage in the area. Of the three possible bays noted in the cruising guide the first one, coming from Wall Bay, looks OK, but the second one is full of jetties. The third, Pilloried Cove, is the best. The wind tends to funnel down the southwest corner and to a lesser extent the northwest one. Go for the western end of the beach in the southwest corner and aim for an anchoring depth of 11-12 meters. *Fidelio* anchored in 12 meters, with lines ashore, in 36°39.535'N, 028°51.136'E. The beach on the northwest corner has vehicular access and a small launching ramp, an occasional snack bar and some small rubbish bins.

The walk to Wall Bay takes about 1½ hours. Start from the southwestern beach and walk inland through an olive grove and at the far end of the grove you will find a marked path. Turn left for Wall Bay. The first part of the walk is mostly in shade, but once around the headland you will be on barren rock, where it is hot.

It is also possible to walk towards the inland lake. Take the vehicular access road as far as the top of the ridge (40 minutes) where there is a junction as the main track goes straight on and there are other tracks going down to the left and up to the right. Take the track to the left and then a track to the right leading down into the valley. You will see some small buildings and the track forks; the fork that goes to the right, below the buildings, eventually peters out, but when it does, you should go uphill and you should come across another track which will lead you back to the buildings.

Wall Bay: The drawing in the cruising guide is no longer accurate. Although the bay is swell-free, there is a marked wind funnel across the saddle in the hills, and from two nautical miles away one can see on the water the effect of the accelerated wind over the saddle. Fortunately, at anchoring distance from the shore the effect is much less. Probably the best anchoring position is directly under the saddle, in order to be end-on to the wind and take advantage of the relative lull there. But that spot is often taken. *Fidelio* has anchored opposite the square rock with lines ashore either side of it, and also opposite the ruined house with lines ashore, but in the latter case beware that just north and south of this position are large rocks about 7-10 meters offshore. The bay is well endowed with trees, and the occasional bollard, to which shore lines can be attached. On the north shore there is now a very large restaurant jetty, on which yachts go alongside. For the walk to Sarsala Iskelese (see above) start at the pebble beach to the east of the restaurant.

Kapi Creek: If you like anchoring in the middle of a marina, this is the place for you. The sides are festooned with jetties onto which yachts are moored.

COMMODORES ANNE AND IAN GATENBY

Dear SSCA,

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

Our next time traveling alone was from March 16 to April 30 cruising the Golfo de Cariaco, Cubagua, Coche, and Margarita. Then we decided to head east so we could return in 45 days to allow our boat to remain in Venezuela for another 18 months.

We left Porlamar about 6 p.m. on April 29 and even with light winds, which we believed were favorable for heading to Grenada, we found that, because of the strong current, we could only go due north or south. We chose south as we did not want to end up in Cuba! We motor sailed through the night of the 29th keeping five miles off the coast of the Peninsula de Paria. We decided to head for Trinidad instead of Grenada at this time. We knew that Carupano was a port for entering and leaving the country so we thought it would be a good place to stop to rest. But we read in the cruising guide about Puerto Santos just another four miles east of Carupano so we decided to stop there. "What a lovely bay" we wrote in our log. We discussed staying two nights because it was so lovely. After locking ourselves in for the night, we slept for a few hours, then had dinner and returned to bed.

At 9:45 p.m. we heard the loud noise of a pirogue hitting our boat and the banging began. Men were yelling and pounding on the hatches of the v-berth and aft cabin, then on the companionway door. It went on for several minutes. We had pepper spray and flare guns in hand. We pictured them destroying the boat as they tried to gain entrance. We expected that at any minute they would break through the acrylic hatches or the companionway with their machetes and/or guns and we would be beaten (or worse) and robbed.

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

During the time of the banging and pounding, we called "Mayday, mayday, mayday" on VHF channel 16. We tried the Carupano port capitan, the Guarda Costa and the Guardia National. Finally someone named Francisco understood that banditos were/ had attacked us. We were informed that the Coast Guard (VZ) was some 15-20 miles

away. He suggested moving our boat to Carupano because the VZ navy is stationed there (unbeknownst to us). He also tried calling the port captain there with no luck either. He told us he would come to our aid himself if he didn't have a posada full of guests. After about thirty minutes, he called back and said that since we had not been hurt or robbed, the only thing he could do was call the National Guard and they would patrol the beach area. We asked what good that would do if we were on the water and they were on the land, but he said it would provide a "presence in the area."

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

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

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

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

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

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

COMMODORES JOE AND DIANE DINAN

Seven Seas Cruising Association

Requirements To Become A Commodore

- 1. Membership** — The applicant(s) must have been an Associate member of the SSCA for a year and cruised aboard his or her own sailboat for at least 12 consecutive months at some time prior to making this application. An applicant who fulfilled the requirements in the past but is no longer actively cruising may apply directly for Rear Commodore status after a year of Associate membership.
- 2. Distance** — one of these cruising distance requirements must be met:
 - a) 1,000 mile ocean passage nonstop,
 - b) 1,500 mile offshore passage with not more than one stop,
 - c) 2,000 mile coastal passage with unlimited stops (one stop must be at least 1,000 miles from the starting point, excluding waterways, lakes, rivers and canals).
- 3. Sponsors** — The applicant must be recommended by two members who are Commodores or Rear Commodores from separate boats and who have been voting members for at least one year. (In hardship cases, for example cruising in remote locations, the Board of Directors may consider one recommendation in lieu of two.) Commodores should recommend only those they believe will follow SSCA's philosophies.
- 4. Application Form** — Must be completed by the applicant(s).
- 5. Photos** — A photo of the applicant(s) and a photo of the vessel are required.
- 6. Burgee** — Payment for Commodores Burgee (\$30.00, US funds).
- 7. Letter of Introduction** — For publication in the *Commodores' Bulletin*. The letter should be 150 words or less and need not include thanks to your sponsors, as they will be listed.
- 8. Review** — If after publication in four successive Bulletins, no written objection is filed, the applicant(s) will be welcomed aboard. If a written objection is filed, the application and objection will be reviewed by the Board of Directors. If the candidate(s) is not accepted, the applicant(s) will be notified in writing by the Board with copies to the sponsors.

Seven Traditions of SSCA

- 1. Common Bond:** We are a caring and supportive family of kindred spirits: individuals who share a unique lifestyle and who reach out with international friendship, goodwill and camaraderie.
- 2. Lifestyle Commitment:** We live a full-time cruising/liveaboard lifestyle aboard our own sailing vessels, which are our homes, and conduct ourselves with independence and responsibility in an honorable and self-reliant manner.
- 3. Clean Wake:** We always leave a clean wake by treating others and our environment with respect and deep regard so that those that follow in our wake will be welcome.
- 4. Bulletin:** We share our cruising experiences and information, provide inspiration and advice, and support our traditions through the letters we write.
- 5. Sponsorship:** We invite new members to join our family; Commodores sponsor as future Commodore members who exemplify our SSCA Traditions.
- 6. Burgee:** We proudly fly our SSCA burgee and display our SSCA shield; find each other in anchorages worldwide; meet, help one another and enjoy the camaraderie.
- 7. Non-profit:** We contribute to our *Bulletin* and volunteer our time and energy to help SSCA.

SSCA Motto — Clean Wake

Know and follow maritime rules — these include the Rules of the Road and discharge and waste management regulations. Be willing to assist a fellow sailor — regardless of which flag his vessel flies. You may need someone's help tomorrow. Be prudent and courteous in the management of your vessel — assuring the safety of yourself and your crew and the safety, comfort and convenience of vessels nearby.

Respect the local laws, customs and beliefs of any country you visit — even when you feel that others may be in the wrong. You can be courteous and respectful without compromising your personal standards. Leave behind you a trail of good will. Leave every port having made satisfactory arrangements for all goods and services used, and ensure that a warm welcome will be extended to all cruisers following in your wake. We are all ambassadors of the cruising fraternity and diplomacy is always in our mutual best interest.

Seven Seas Cruising Association, Inc.



Application for SSCA Commodore
2501 East Commercial Blvd, Suite 201, Ft. Lauderdale, FL 33308, USA



Phone: (954) 771-5660, Fax: (954) 771-5662

www.ssca.org ♦ membership@ssca.org

(Use this form to apply for Commodore status only. See Commodore Requirements.)

Applicant's Name _____ Ham Call Sign _____

Co-Applicant's Name _____ Ham Call Sign _____

Email address _____

Boat Name _____ Length _____ Draft _____

Make _____ Rig _____

Hailing/Home Port _____

Are you applying directly for Rear Commodore status? yes___ no___

When did you join the SSCA? Month _____ Year _____

Full-time Cruiser Requirement:

I/We have been actively cruising aboard our boat for a minimum of twelve months prior to application. Yes _____ No _____ Month/year you moved aboard? ____/____

Distance Requirement:

I/We have sailed on a passage (See back of form for requirements)
from (port) _____ to (port) _____
with (number) _____ of intermediate stops at (ports) _____,
_____, _____
for a total distance of _____ nautical miles.

Future Cruising Plans _____

Other Comments _____

Sponsor Signatures: (Recommending Commodores or Rear Commodores)

Name _____

Boat Name _____ Date _____

Name _____

Boat Name _____ Date _____

Please enclose: (Very Important)

1. Photo of your boat (You may email jpeg file, no more than 300dpi)
2. Photo of applicant(s) (You may email jpeg file, no more than 300dpi)
3. Letter of introduction (150 words or less) for publication in *Commodores' Bulletin*
4. Payment for Commodores Burgee (\$30.00)

I/We pledge to live by the Seven Traditions of SSCA and the SSCA Motto — Clean Wake.

Signature of Applicant _____ Date _____

Signature of Co-applicant _____ Date _____

SSCA Ship's Store

The merchandise and publications in the SSCA Ship's Store are only available to SSCA members.

Reference CD	\$14.95	SSCA Cruising Reference Library; a massive amount of valuable data all on one CD/DVD.
Bulletins 95-05 CD	\$25.00	Bulletins on CD 1995-2004 with Bonus 04-05 CD This searchable 2 CD set contains SSCA Commodores' Bulletins from 1995-2005.
Bulletins 05-07 CD	\$14.95	SSCA Commodores' Bulletin 2005-2007; New! This CD contains the 36 issues of Bulletins published from 2005-2007 with a powerful search engine and linked index.
Bulletins 95-07 CD	\$35.00	3 CD Set SSCA Commodores' Bulletin 1995-2007; this set of 3 CDs includes the Bulletins on CD 1995-2004, 2004-2005 and the newest CD 2005-2007.
2007 Gam T-shirt	\$4.95	2007 Commemorative Gam Tee; 100% Cotton. - <i>Limited supply</i> Available in sizes M, L, XL <i>SALE!!! 2007 Commemorative Gam Tee Hurry before they're all gone!</i>
Kid's T-shirt	\$14.00	Kid's T-shirt with SSCA crossed burgee logo; 100% Cotton Available in Red or Navy. Youth Sizes S, M, L
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XXL Polo Shirt	\$38.00	Same as above. Available in Red, Blue or Grey. XXL
SSCA Cap	\$17.00	SSCA Cap - unstructured, low-profile, 100% cotton embroidered w/crossed-burgee logo. Available colors: Red or Khaki/Denim
Associate Burgee	\$25.00	SSCA Associate Burgee; Blue, pennant style
Commodore Burgee	\$25.00	SSCA Commodore Burgee; can only be purchased by Commodores, red swallowtail burgee
Tote Bag	\$15.95	Canvas Tote Bags; embroidered crossed-burgee logo, 23 ¼" x 15 ½" x 5 ½", navy with red handles and bottom.
Lapel Pin	\$6.95	¾" Lapel Pin, full color. Fly your burgee. Wear your SSCA colors with pride. Every member should have the new SSCA members' lapel pin. Pre-order yours now.
Cookbook	\$12.95	<i>SSCA Potluck Favorites Cookbook; a Cookbook for Cruisers by Cruisers</i> <i>This book is getting RAVE reviews!</i>
Mayday	\$14.95	<i>Mayday, Mayday Mayday</i> by Charles Coleman; a true story of a mid-ocean shipwreck, survival, and rescue. <i>Fifty percent of proceeds to benefit SSCA.</i>
Healthy Cruiser	\$13.95	<i>The Healthy Cruiser's Handbook</i> by J. Loomis and J. Bryan; a great resource guide for prevention and treatment of injury and illness aboard. <i>All proceeds go to SSCA!</i>
AED	\$1,145.00	The HeartSine Samaritan 300P AED (Automated External Defibrillator)

Every Item that you Purchase Supports SSCA

SSCA Merchandise Order Form

Be sure to indicate your choice of size and color for apparel.

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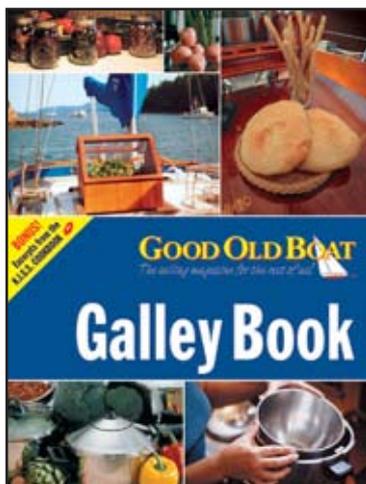
The Good Old Boat Galley Book CD

Tips, Tricks & Tools for your Galley

By *Good Old Boat*

A collection of *Good Old Boat* articles including excerpts from Corrine Kanter's *The Cruising K.I.S.S. (Keep it simple system) Cookbook*

The *Galley Book* is unique in many ways. First of all this isn't a book at all, at least not in the traditional sense, but rather a book on CD – great for those with limited space for heavy books. Second of all, The *Galley Book* is actually a compilation of articles from *Good Old Boat* magazine and when you think of articles on galleys, your first thought might be that it's full of recipes. But the *Galley Book* is actually about – galleys! Although we are indeed treated to a variety of recipes, the real meat of this book is the information on galley equipment (pressure cookers, solar cookers, stoves, fuel, etc.) and tips on provisioning, living without refrigeration, drying and canning food, growing sprouts, making yogurt and more. As Karen Larson, founding editor of *Good Old Boat* says, "This collection of articles isn't so much about what sailors cook as it is about how they manage to do so! It's about making do as well as doing without."



The *Galley Book* includes articles from my favorite cruising chef, Michael Greenwald, on "harvesting the bounty of the seas" and great information on preserving cheese from SSCA members Lin and Larry Pardey. There are tips on everything from baking bread to conserving water.

There are loads of tricks and tips that can make life in the galley so much more enjoyable. And happiness in the galley goes a long way to ensuring a successful cruise. The *Galley Book* puts all of these tricks and tips on one handy CD.

The *Galley Book* is available on CD (articles are in PDF format) for \$19.95 from *Good Old Boat*. http://www.goodoldboat.com/books_&_gear/collections.php.

Surfing the Net?

Check out this month's pick:

www.boatus.com/hurricanes

BoatU.S. Hurricane Resource Center with hurricane preparation guides and worksheets, storm tracking charts, storm anchoring information, a model plan for marinas and yacht clubs and more.



WHAT ARE SSCA CLEAN WAKE PROJECTS?

To leave a clean wake is to show respect for others and for our environment so that those who follow in our wake will be warmly welcomed. It is SSCA's most cherished tradition.

Our website has a list of links to humanitarian and environmental programs that you may be interested in supporting. If you'd like to combine volunteer work with cruising, you may find some useful leads here. If you know of a deserving group that you think should be added, send the information to editor@ssca.org.

Two of the projects that SSCA members support are the Amateur Radio Safety Foundation and Project MARC.

Winlink 2000 is the primary project of the Amateur Radio Safety Foundation (www.arsfi.org). Donations to ARSFi help fund Winlink 2000, which provides world-wide email communications by radio to areas impacted by emergencies. Winlink 2000 is a 100% volunteer effort. You can find out more at www.winlink.org.

Project MARC (Medical Assistance to Remote Communities) provides medical, educational and technical support to outer island communities in the Vanuatu archipelago. Cruisers are an important part of Project MARC. Here's a special invitation to cruisers in the area:

Dear SSCA,

We cordially invite all SSCA members cruising in the vicinity of Vanuatu to join the three-masted topsail schooner Alvei and New Zealand's Island Cruising Association for a three-day cultural festival in gorgeous Banam Bay (SE Malekula) from August 18-20. To get a preview of Banam Bay's famous "Small Namba" dancers and other treasures, including the best coral reef snorkeling in any Vanuatu bay, please run the Virtual Vanuatu Voyage video on the homepage of our website www.project-marc.org.

Since this festival is being organized to celebrate the official opening of the Banam Bay Yacht Club, operated by local villagers, we also encourage any cruisers in the vicinity to come and help complete the construction of the Banam Bay Yacht Club during the months of July and September of 2008.

The establishment of the Banam Bay Yacht Club follows in the footsteps of the Asanvari Yacht Club on Maewo Island, built by Canadian cruisers with the help of cruising vessels from all over the world. This yacht club, also situated in a gorgeous environment some 70 nm NE of Banam Bay, has proven to provide a great economic boost to Asanvari Bay. Since Banam Bay is surrounded by some of the poorest, but also friendliest, outer island villages of Vanuatu our hope is that the new YC will provide much needed economic help.

Fair winds!

Henk and Nelleke Meuzelaar, s/v Rivendel II

Project MARC founders/directors

Fear – Part II

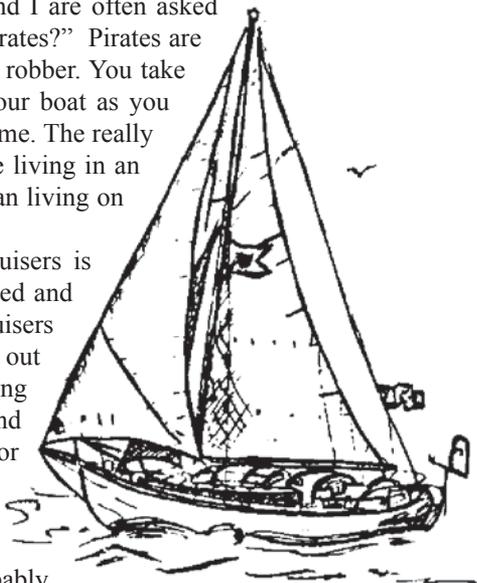
Now that we have a few tools for controlling our fears (see Dreamer's Prism, June Bulletin) let's talk about some of the fears you may have to deal with. These thoughts and opinions are based on my and Sandy's experiences. There are other opinions out there so seek out lots of opinions and sources.

People fear change. It doesn't matter whether that change is for the good or bad, humans just don't like change. Change is always stressful. Generally people will put up with a bad situation for quite some time simply because of their reluctance and fear of making a change. The fear of change is probably the number one cause of dream failure. Learning new skills, selling the house, disconnecting from the "real" world, and traveling to unknown places are dramatic changes! Your cruising dream is going to generate a lot of stress and a lot of fear. That's why having a solid plan and a firm departure date is so important. It provides certainty and focus, great tools in overcoming the fear of change.

Remember that you are not alone in your cruising dream! Lots of people have successfully made the change and they are having a great time in their new lifestyle. Let's face it, most of the people who go cruising have been successful in their current life; how else could they be retired and afford a boat? So most of us have the talents and attitudes necessary to succeed in most anything we attempt. And there is absolutely nothing to keep you from becoming a dirt dweller again should you decide the cruising life isn't for you.

There is one question that Sandy and I are often asked by dirt dwellers. "Aren't you afraid of pirates?" Pirates are nothing more than the nautical name for robber. You take the same precautions on the water or your boat as you do when you travel on land or at your home. The really good thing about cruising is that you are living in an environment that is significantly safer than living on land in the U.S., Europe, or Australia.

Personally I think crime against cruisers is greatly exaggerated. Why is it exaggerated and of so much interest to cruisers? Fear. Cruisers feel much more vulnerable when they are out cruising. We are away from home, visiting foreign cultures, with different laws and customs, and we are living on the edge or just outside our comfort level that has served us well through most of our lives. This sense of vulnerability may have a greater impact on us than it probably



should. It is important to keep things in perspective.

Isolation is another fear that I hear people express prior to getting underway. I know that Sandy and I had visualized being much more cut off from people than is really the case. In fact one of the really wonderful things about cruising is the camaraderie you will experience. In our five years of cruising we have made more lasting friends than at anytime in our past. Being part of the cruising community is like being part of a small town where everyone helps each other and most people are open to new friendships. If you like meeting people, cruising can be a great lifestyle.

I hope you have found this discussion of fear useful. Fear can be a valuable motivational tool that will help you seek out knowledge, plan solutions, and organize preparations. Just don't let it control you and impede your realization of the cruising dream.

The purpose of this column is to provide the tools to help those who dream of cruising realize their goals. If there is a particular subject you would like me or others to discuss please let me know. abullard@aol.com

Raise that waterline by subscribing to the
WebOption of the *Commodores' Bulletin*

PROUD TO BE A MEMBER OF SSCA

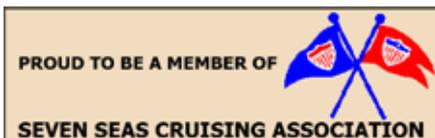
**Show your pride in your organization by adding the
SSCA logo to your boat card.**

Cruisers exchange boat cards to make it easier to stay in touch and also to help remember new friends that might not be seen again for months or even years. Of course you'll also want a few to tack up at those famous cruiser bars and restaurants that you'll come across that display a wall of boat cards. When designing your boat card, remember that in addition to your names, boat name, and any contact information that you have - such as your mailing address, email address, ham radio call sign, cell phone or voice mail number - to add the SSCA logo. You can download a variety of SSCA logos from the Member's Section of the SSCA website.



**Show your pride in your organization by adding the
SSCA logo to your website or blog.**

If you have a website or blog, add an SSCA logo that links to the SSCA website. It's easy. Go to www.ssca.org and sign in. Click on Members' Section. Scroll down to the links and click on "Download SSCA Logos." Choose an image and follow the directions for easy download.



Lorraine and Bert Bramble

Twist of Fate - East Mediterranean Yacht Rally

Shown are SSCA members at the Herzliya Marina, Israel, on June 19, 2008 at the final dinner of the East Mediterranean Yacht Rally (EMR). SSCA boats represented in the picture (from right to left) are: *Twist of Fate*, *Lady B*, *Tapestry*, *Concerto*, *Emerald Lady*, *Alchemy*, *Indigo*, *Gone Native*, *Nanette*, and *Eirene*.



The rally started in Istanbul at the end of April and went to Turkey, North Cyprus, Syria, Lebanon, Israel and Egypt. There were 82 yachts representing 17 countries (including 24 American boats)! We can be reached at wb2mfw@winlink.org.

Ellen Lee-Kwen and Kjartan Sekkingstad

Wiskun - New Marina and Slipway in Samal Island, Davao Gulf, Philippines

Construction is underway for a new marina in the Island Garden City of Samal (7°11.94N, 125°42.74E). It is located in the very northern tip of the island as part of a real estate development including a subdivision, condominiums, a resort hotel and spa facilities. The marina has a capacity of 108 yachts ranging from 9.76 meters to 20 meters long. It will be complete with water and power connections, showers, laundry area, a pump-out station and a convenience store. The plan also includes a one-stop check-in and out facility with Port and Immigration officials within the marina. The target finish date for the marina is late 2008 or early 2009. Visit their website at www.holidayoceanview.com. In conjunction with the marina, construction of a slipway and boatyard is in progress (7°07.25N, 125°40.36E). This will be the only slipway in the gulf and is capable of hauling out up to 250 ton vessels. The slipway is almost finished, but the boatyard will not be ready until the third quarter of 2008. Construction of cradles for yachts will start immediately as soon as the slipway is finished. Davao City in southern Mindanao is typhoon free and winds are mostly not stronger than Force 4. It is a safe haven for riding out the typhoon season and for storing vessels while yachties fly home. There are direct flights to some Southeast Asian cities from here, or connections are available to anywhere in the world from Manila. The Island Garden City of Samal is an island located in the Davao Gulf. The western coast facing the mainland is lined with resorts and hotels due to its nice beige-white sandy beaches. Here, village life is still enjoyed. It is tranquil and peaceful. However, should the need arise, city life, theaters, supermarkets and shopping malls are only a five minute ferry ride away. We sailed straight to Samal from Palau in December 2007. Currently, we are tied next to the slipway waiting for it to be finished so we can haul out. Anyone needing further information about this article is welcome to email me direct at wiskun@msn.com.

Michael J Cook

Rainbow Dreaming

Final Passage of Kari Cook

After a three year battle with cancer Kari made her final voyage on 16 June 16, 2008. Kari was my wife and shipmate for ten wonderful years of cruising aboard *Rainbow Dreaming*. She died at home, as she wished to do. She will be greatly missed by all who knew her and were infected by her great enthusiasm, affection and love of the sea.

Editor's Note: Please accept our sincere condolences on the loss of your wife. Our thoughts and prayers are with you.

Sheila Murphy

Emily M – Final Passage of Rear

Commodore Paul Murphy

My husband, Paul R. Murphy, died very suddenly on Dec. 31, 2007. We have been members for a very long time and enjoyed our association with SSCA, particularly during the eight years we cruised the Caribbean during the '80s and '90s. Best wishes to you all for the wonderful job you are doing for sailors around the world.

Editor's Note: The SSCA Family would like to extend our deepest sympathy at the loss of your husband. Paul was both a Rear Commodore and a Cruising Station Host in Kingston, Ontario. He will be sorely missed.

From Keith Vial

Niue SSCA Cruising Station Manager

– Welcoming Cruising Boats!

We welcomed our first SSCA cruiser here today! Linda Morgenstern and Dee Anderson of Seattle, WA arrived on *Serafin*, a Liberty 458. It's great to start our relationship with SSCA. I'm also busy welcoming the World ARC boats that have started arriving. Check us out at www.niueyachtclub.com.

Frances and Herman Diebler

Grendel - Final Passage of Robert Tull

Rear Commodore Robert Tull passed away on March 19. He is survived by his wife, Dorothy. Together they circumnavigated on *Duet*. They were recipients of the Seven Seas Transocean Award for crossing the Pacific, Indian and Atlantic Oceans and they also received the Circumnavigation Award.

Editor's Note: The SSCA Family is saddened to hear of the loss of Robert Tull and extend our condolences to his family.

Susanne Ames

Cheshire

Update Info on Lau Group

A few months ago, I wrote up some useful information for those interested in visiting Fiji's Lau Group islands. I have expanded these notes with pictures, including annotated GoogleEarth shots of the islands that we visited. These updated notes are now available in the additional publications section of the SSCA website.

Carrie and Pat Kinnison

Terra Firma

Hello from the bottom of the world!

We visited Ushuaia, which is the southernmost city in the world. OK, there are a couple of towns farther south and a few research facilities in Antarctica, but that's it. This is where the Andes mountain range dissolves into the oceans. It is wild country both in topography and weather. Fortunately we had good weather. www.svtterrafirma.smugmug.com.

Judi & Dave

Fia – See Us On the Big Screen!

Our sailboat, *Fia*, is currently being filmed for the next James Bond movie *Quantum of Solace*. If she doesn't end up on the cutting room floor you can see her in the background when the movie is released in Nov. 2008.

Alex and Daria Blackwell

Aleria – We're Off!

We are finally following in the wake of so many of our fellow members and are weighing anchor at long last. The past few months have been hectic, traumatic, frustrating, exhausting and exciting all at the same time. We put our lovely house up for sale and were under contract in just a few days. The boat refit has been a major undertaking and we will be sure to send you notes on what works (and hopefully not on what didn't). We will be testing some interesting equipment, so please stay tuned. We hope to be in Ireland visiting our family by early September and in the Med for the winter and are looking forward to hooking up with fellow cruisers along the way for a long time to come. On the subject of "hooking," we also just published our book *Happy Hooking – the Art of Anchoring*. It is the first book on anchoring to be published in the U.S. in over 20 years. It is a very readable book, with technical information interspersed with anecdotes, and we hope that more people will thus actually read it from cover to cover and perhaps remember a thing or two, as we did while writing it. It is available through our website: www.coastalboating.net.



Dick Mills

Tarwathie – Rose Buddies Day

Elizabeth City, North Carolina will hold a special Rose Buddies Day on September 18, 2008. They will lay a plaque honoring the late founders of the famous Rose Buddies, Joe Kramer and Fred Fearing. They invite all cruisers who can make it to attend. Since so many SSCA members stop in Elizabeth City and knew Kramer and Fearing personally, the event is of special interest to our members.

Burger and Nancy Zapf

Halekai

Love the new Bulletins on CD!

We had the pleasure of using the 2005-07 *Bulletins on CD* for the first time today, while sailing to Suva, to research the latest info about Fiji. The cruising guides to Fiji are over ten years old so recent info is certainly welcome. We were delighted to see how easy it is to research the three years of *Bulletins*, by either the built-in Search engine or the Index. We can download and print out those letters of interest for quick reference. Really neat!



Ben and Nancy Duggar

Dream Catcher – Request for Rear Commodore Status

We wish to request Rear Commodore status as we have sold our beloved *Dream Catcher* and built a house in League City, Texas. We reside close to Galveston Bay and are sure that boats will continue to play an important part of our lives, but long distant cruising is now in our past. After leaving George Town in the Exumas in April 2007 we sailed up to Annapolis and readied *Dream Catcher* for sale. She sold fairly soon and now has a new home on the Chesapeake Bay. If you see her out there sailing, please greet Bill and Linda, the new owners. Our eight years living aboard in the Caribbean and the Pacific were wonderful and we will miss the great friends from each anchorage. Those venturing into Galveston Bay from September to June, please contact us and we will continue the celebrations. In mid-summer we will be in New England for two months, usually in Rhode Island on Touisset Point overlooking Mount Hope Bay, but always on the lookout for a familiar sail on the horizon.



Joanne Finney
Fantasy Island – Eye Problems and Rear Commodore Status

When we were in the Acklins, Bahamas this winter, I started seeing things that looked like black tarantellas in my eye and they looked far too real! I got on the SSB to ask if anyone knew what it might be and also asked on the morning net in George Town. I also inquired if anyone knew an ophthalmologist anywhere in the Bahamas, preferably Nassau. Getting no positive response, I flew to Ft. Lauderdale and found out that I had floaters. Given the age of many cruisers it may be useful to know that as we age the vitreous jelly type liquid that fills the inside of the eye becomes condensed and forms microscopic clumps and strands and eventually separates from the retina. It is most common after age 50. When it occurs, it will cause sudden appearance of numerous dots, line, or cobwebs in one eye. Flashes may also occur as the vitreous peels away from the retina surface. Occasionally the retina can be torn and if caught early can be treated. If you have symptoms, you should be promptly evaluated. I went to the Retina Group of Florida in Ft. Lauderdale. I also learned that there is an office practicing general ophthalmology in Nassau. Dr. Sam Mikhael practices at Eye World, Soldier Road, Nassau. The phone number is 242-393-8222. One time per month Dr. Anacoste, a retina specialist, goes from Ft. Lauderdale to Nassau to see patients. Also, we're about to get in the car to drive out to the northwest U.S. and see some National Parks, so perhaps we should request to be Rear Commodores as well.

Alberto and Gabriela Garcia Scheitler,
Faial, Cruising Station Host
Punta del Este, Uruguay
Use of Yacht Club for SSCA Members

It's a pleasure for me to inform SSCA that the board of the Yacht Club Punta del Este approved an agreement with SSCA in order to benefit all the members of SSCA with the use of the Yacht Club Punta del Este facilities when visiting this port. The services that they offer are bar and dining room (lunch and dinner) and the launch services when the boats are not in the marina. The manager of the yacht club is Mr. Pablo Elola.



Ruth Martin
Moon Dog – New Tax in Uruguay

We want to spread the word, in case you don't already know about it, of a relatively new (?) law that applies a tax to foreign yachts if they stay in Uruguay longer than nine months. We had not heard about this tax until we arrived. This tax must be paid prior to getting the *Prefectura's* permission to launch the boat from the hard. It may also apply for boats staying in the water, not sure. The fee for boats over 10 tons is 8,500 pesos or about \$425 USD. Don't know what the fee is for less than 10 tons or if there is an even higher fee for even larger boats than our Super Maramu. Even with this fee, the costs in Piri are still a very good value. Also, Piri's reputation is spreading and more and more boats are coming to be hauled and stored on the hard, so yachts should not wait until the end of the season to show up, as they may not have room for you! We narrowly escaped being turned away when we showed up there mid-May, but they managed to find room for us in the end.

SEVEN SEAS CIRCUMNAVIGATORS AWARD

André Terrier	<i>Galaxy II</i>	Oct. 1994 to June 14, 2003
Dominique Terrier	<i>Galaxy II</i>	Oct. 1994 to June 14, 2003
Nancy A. Morrell	<i>Serenity</i>	May 1990 to October 2006
Michael H Morrell	<i>Serenity</i>	May 1990 to October 2006
John Almeida	<i>Calypso</i>	July 1, 1998 to June 30, 2008
Margo Almeida	<i>Calypso</i>	July 1, 1998 to June 30, 2008

SEVEN SEAS TRANSOCEAN AWARD – ATLANTIC

Pete Peterson	<i>Brilliant</i>	December 3-23, 2006
Stephanie Peterson	<i>Brilliant</i>	December 3-23, 2006
Jaap van den Broek	<i>De Ware Jacob</i>	January 2005
Renee van den Broek	<i>De Ware Jacob</i>	January 2005

VOLUNTEERS' CORNER

PROOFERS HELP KEEP OUR BULLETIN ERROR-FREE

Thanks to **Michael Knapp**, *Warm Rain*, **Cindy Blondin**, *Tashmoo*, and **Shirlee Smith**, *Solstice*, for their wonderful help proofing the July *Bulletin*. Did you know that many of our proofers are active cruisers who volunteer their time to proof Letters for the *Bulletin* no matter where in the world they're located?

More Volunteer Proofers Needed

I'm looking to add a few names to our list of volunteer proofreaders. As a proofer you would need to read Letters written by our members that I've already edited. I email these edited Letters to you and you do a "quality check" for grammar, punctuation, spelling and consistency.

You probably already know if you have the "grammar cop gene." You're the one that mentally edits signs, billboards, menus, websites and more – and enjoys it! While your spouse and friends may think you're nuts, I actually appreciate your eye for detail and your love of the English language. If you'd like to give back to your SSCA organization by volunteering to be a proofer, please send me an email.

Thanks,
Barbara Theisen
editor@ssca.org

Metro Coordinators Needed

Greetings fellow SSCA members:

My name is Jeff Hazzard and I am the Metro Manager of SSCA, as well as the Metro Coordinator (MC for short) for Tampa Bay, FL. As Metro Manager it's my job to recruit new Metro Coordinators, as our association is making a concerted worldwide effort to involve SSCA members socially on a local level with other members living or anchoring in your port or city.

Metro Coordinators (MC) coordinate local social events for members, mostly via email. Recently our groups have enjoyed social activities from Florida to Washington State, California to Maine and I would like to personally thank those who have already volunteered as MCs. You have all helped to make this happen!



We would like to actively engage even more of our members to build camaraderie worldwide. There are many areas still in need of an MC; among them south Florida. Our Fort Lauderdale Home Base staff is small and it is essential for them to concentrate their efforts on the administrative and financial aspects of SSCA. Actually, there are so many SSCA members in the tri-county area of Palm Beach, Broward and Miami-Dade, that it is realistic for each county to have its own MC!

Will you step up and help? I can make a start-up kit available to you and give you lots of hints to help you launch a new local group and Home Base will provide administrative support.

If you're not ready to be a coordinator, but want to be more involved, log onto the SSCA website, www.scca.org and see if there is an MC for your city.

Please contact me metromanager@scca.org or call me at 813-361-4322 to volunteer or get more information.

Thanks,

Jeff Hazzard, Metro Manager

Call for Volunteers at the Baja Ha-Ha Rally Kick-Off Event

SSCA is a sponsor of this year's Baja Ha-Ha Rally, the 25th annual cruiser's rally from San Diego, California to Cabo San Lucas, Mexico. We're looking for volunteers to man the SSCA information booth at the Kick-Off Party, Sunday, October 26, at the West Marine store in San Diego. The event starts at 1 p.m. and we're planning to have enough volunteers so that each shift is only three hours long. As a volunteer, you'd be promoting SSCA to party attendees, including answering questions and registering new members. This event is always a whole lot of fun – it's a Halloween theme, after all – and you don't need to be a rally entrant to be an SSCA volunteer. We'll provide you with the SSCA promoter PowerPoint presentation to view in advance, so you will be completely up to date on the benefits of membership. A few people have already stepped up to the plate, but we'd like several more. Please email Cath Whitby, Rally PR Co-coordinator, at sscathwhitby@yahoo.com, to volunteer.

OPERATION BAHAMAS PROJECT

A Project for Bahamian School Children

SSCA's Humanitarian Project, "Operation Bahamas Project," was very successful this past winter. School supplies were donated by SSCA Members at the Florida West Coast 2007 Rendezvous. A special thanks to Lisa DeGroot, *Independence*, a Curriculum Resource Teacher who coordinated the donation of teaching aides. Our volunteers, Marilyn Jorgensen, Beverly Zockine and Marilyn Conklin packaged all items for delivery.

Seventy-one boxes of school supplies and teaching aides were delivered by SSCA Members to the following Family Out Islands; Staniel Cay, Black Point, Black Point After School Program, Farmers Cay, George Town, Ragged Island, Long Island and Cat Island.

Thanks to the boats that volunteered to participate in delivering the school supplies: Fred & Kathy Barbour, *Makai*; Marshall and Judy Benson, *Conscious Sedation*; Ray Wolf and Linda Gilbert, *Jade Moon*; Lee and Sherry Haefele, *Alesto 2*; Barbara and Michael Harbin, *Elan*; Linda and Bill Hughes, *Joie de Vivre*; Duane and Diane Ising, *Diva Di*; John and Marilyn Jorgensen, *Blue Goose*; Bob and Chesley Logcher, *Cygnets*; Ben and Pat Mason, *Palachar* (formerly); Randy Meyers, *Mariah*; Joel and Alison Westerman, *Dentelle*; and Marilyn and Bruce Conklin, *Reflection*.

Our program has expanded and our source for teaching aides has increased. We will need 30 boats this year. Twenty of these boats will be delivering to Black Point and George Town. The boxes are small (11" L X 9" W X 7"D) and can be easily placed in a dinghy. Boxes can be picked up in October, November, December and early January at the Vero Beach Municipal Marina, Vero Beach, FL and in Punta Gorda, FL. If you are able to participate, please contact Bruce and Marilyn Conklin, *Reflection*, at goldconk@yahoo.com. Let us know your boat length and your choice of the above islands.

The principals, teachers and children of the Bahamas are very appreciative and anxiously awaiting our help. The smile on their faces tells it all!

Bruce and Marilyn Conklin, *Reflection*

Volunteers Needed for Newport International Boat Show

For the first time the Seven Seas Cruising Association is planning to participate in the upcoming Newport International Boat Show. This is one of the largest boat shows in the United States and a great opportunity for SSCA to promote the cruising lifestyle and the many benefits of our membership. The show will be held September 11-14, 2008.

We are currently in need of volunteers to help staff our booth. Each volunteer typically spends a few hours at the booth recruiting new members, renewing memberships of existing members and spreading the word about SSCA. Volunteers receive a free one-day pass to the show (daily admission is \$18 - \$29). If you're interested in volunteering please contact our Newport Boat Show Coordinator, Sue Torgersen at 860-445-0694 (home), 860-501-3644 (cell) or via email suetorg@gmail.com. Volunteering your time is a great way to meet new members, share your passion for cruising with others and have some fun.

ANNOUNCEMENTS

6th Annual Florida West Coast Rendezvous

The 6th Annual Florida West Coast Rendezvous will be held on Saturday, October 18, 2008 at the Charlotte Harbor Yacht Club, Port Charlotte, Florida. Go to www.ssca.org and click on the SSCA Events tab for program details, cost and pre-registration information. This event fills up quickly, so please sign up early. You can also contact **Bruce and Marilyn Conklin**, *Reflection*, at goldconk@yahoo.com.

Melbourne Gam December 5-7 Online Registration Available Now!

You can register online for the Melbourne Gam by going to www.ssca.org and clicking on SSCA Events. Pay with secure PayPal or a credit card. Or if you prefer, download the PDF form and mail or fax it to Home Base. The registration form will also be printed in the September *Bulletin*.

Once again we've arranged a special SSCA discounted room rate of \$99 (plus tax) at the four-star Melbourne Oceanfront Crowne Plaza Resort. Amenities include ocean view dining, a luxury spa, and a kids' activity center. To reserve a room at the group rate, call the Crowne Plaza at 1-321-771-4100 and mention the SSCA Gam; you'll need to pre-pay one night's room with a credit card. The rate is for a limited number of rooms and is only available until 3 p.m. on November 12, so don't delay, reserve your room today.

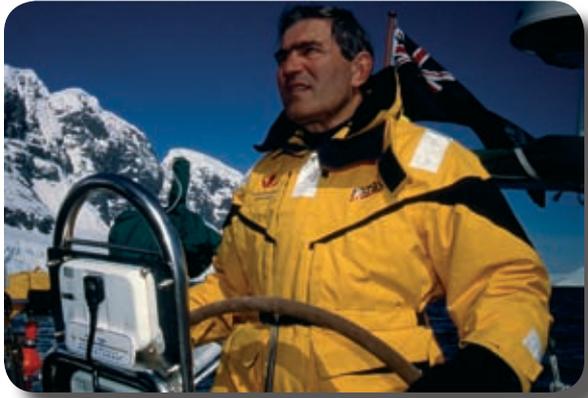
Calling all volunteers to help with all aspects of the Gam, both during the event in Melbourne and beforehand if you're in the Fort Lauderdale area. We're looking for an emcee, an auctioneer, bartenders, and helpers to decorate for the Saturday night Island Buffet and Steel Band Party. Or volunteer a couple of hours to help at the registration table or with SSCA merchandise sales. Do you know any vendors who'd like to donate door prizes or auction items, or advertise in the printed program? Have them contact Judi Mkam at office@ssca.org, or give her a call at 954-771-5660.

Claiborne Young to Speak at Annapolis Gam

It's time to register for the Annapolis Gam! Secure online registration is available at www.ssca.org by clicking on the "SSCA Events" tab on the main menu. If you prefer to mail in your registration you can either fill out the form that was published in last month's *Commodores' Bulletin* or you can go online and print out the PDF flyer. The Gam will kick off on Friday, Sept. 19 with a Cruisers' Cocktail Party hosted by Chuck O'Malley of Doyle Chesapeake Sailmakers and will continue on Saturday, Sept. 20 starting with a complimentary breakfast sponsored by Doug Moody of St. Brendan's Isle Mail Forwarding Service. Claiborne Young, cruising guide author and Salty Southeast Cruisers' Net website host, will be one of the speakers. Check the July *Commodores' Bulletin* or go to www.ssca.org for a complete list of events as well as directions to the Gam site at Camp Letts. As usual, there will be a busy schedule of cruising seminars, flea market, book/video swap, raffle, auction, happy hour and meals.

Jimmy Cornell to Speak at Melbourne Gam

An accomplished sailor and former BBC radio reporter, Jimmy Cornell has sailed 200,000 miles, including three circumnavigations as well as voyages to Antarctica, Alaska and Spitsbergen. Many of his 27 books have been translated into other languages. His *World Cruising Routes*, described as “the Bible of offshore sailors,” has sold well over 100,000 copies and is one of the best selling



nautical publications. As the founder of the highly successful ARC transatlantic rally, he is credited with the offshore cruising rally concept. Until his retirement in 2000 he had organized 24 transatlantic and five round-the-world rallies. Fluent in six languages, Jimmy holds cruising seminars at various international boat shows. His 43' *Aventura III* is currently based in the Mediterranean. SSCA members since 1977, Jimmy and Gwenda Cornell are now SSCA Lifetime Commodores.

Free One-Year *Blue Water Sailing* Magazine Subscription!

Beginning in August, when you join SSCA or renew your membership online, click on the BWS link to sign up for this new offer. You can choose whether to receive a year of *Blue Water Sailing* magazine in the mail or per online digital format. Either way, this is an added value worth \$29.95, included free with your SSCA membership dues.

You can extend your SSCA membership at any time for an additional year in order to take advantage of this one-time free offer. Details will be posted on the SSCA website as soon as available. If you do not have Internet access, just contact Home Base by sending an email to membership@ssca.org or by calling 954-771-5660 for instructions.



Switlik Life Raft Recall

Captain Marti Brown, SSCA member and author, recently alerted Home Base of a “Safety Alert and Recall” of Switlik life rafts. According to Switlik:

“If you are the owner of a marine life raft manufactured by Switlik Parachute Company, it may have a potential problem with the inflation system. This is not obvious and could cause false reliance on a life raft, that, if needed, may not inflate and function as a life saving device.”

Go to www.switlik.com for more information.

Charts Available at Home Base

Now's a great time to stock up on charts from around the world. Come in to Home Base in Ft. Lauderdale and peruse our great selection. Original charts are available for only \$2 to \$3 each while copies of charts are priced as low as 50 cents.

Remember to pick up lots of extra charts of any areas that you plan on sailing to and donate them to the local schools for use in geography classes.

According to Black Point, Exuma, Bahamas Cruising Station Hosts Charles and Sharon Vassallo, charts of the Bahamas and/or Caribbean would be helpful in the schools. According to Sharon, “Their curriculum hits very hard on Bahamian and Caribbean history and geography. I know that Black Point schools would use donated charts and I am sure any other schools in the Bahamas would too. Thank you for remembering Black Point.”

South Pacific Moon Handbook on Google Books

The entire text of the eighth edition of *Moon Handbooks South Pacific* is now accessible on Google Books at <http://books.google.com/books?id=EDGapfBX-CAC&printsec=frontcover>. You can scroll down through the 1,091 pages or click the Contents button to jump to a specific section. Buttons at the top of the page allow you to zoom in, view two pages at a time, or switch to full screen. From the right hand column, you can search inside the book. *Moon Handbooks South Pacific* is rich in detail and you'll find specific information on thousands of islands. Author David Stanley has given Google Books permission to post his book on their website to make its full contents easily accessible to people. Downloading, copying, saving, or printing out pages from Google Books is restricted as *Moon Handbooks South Pacific* is still copyright protected.

Ocean Navigator Magazine Now Online Free to All SSCA Members!

That's right, as an SSCA Member you can now read, download, save, and even print out each full issue of *Ocean Navigator* and *Ocean Voyager*, a \$27.95 value at no extra cost! Just log on to the Members' Section of our website, www.scca.org, and click on the *Ocean Navigator* menu item. You'll find the state-of-the-art digital format easy to navigate, search and read. Try it out today! The special annual *Ocean Voyager* issue is also available.

Wanted...

... more vendors for the expanded Vendors' Area of the Melbourne Gam in December. If you (or someone you know) are interested, let Doug Moody know at sbi@sbimailservice.net.

Sponsor Associate Members

Would you like to sponsor a qualified Associate Member who wants to apply to become a Commodore? No need to look for the nearest mailbox. You can now simply send an email to our Membership Coordinator Patricia Berger at membership@sca.org, stating your willingness to sponsor your friends.

WHAT IF YOU CALL 911 AND NO ONE EVER ANSWERS?

Starting February 1, 2009 that is exactly what will happen for boaters who have the older model EPIRBs (Emergency Position Indicating Radio Beacons) that transmit a distress alert on 121.5 MHz or 243 MHz. The activation of an EPIRB is like making a 911 call to search and rescue authorities. After February 1, 2009 the older model EPIRBs will no longer be monitored by satellite and are likely to go completely undetected in an emergency. Only distress alerts from 406 MHz beacons will continue to be detected and processed by search and rescue satellites worldwide.

The 406 MHz signal sent by the newer EPIRBs when a mariner encounters distress are picked up by the COSPAS/SARSAT satellite constellation, which determines the EPIRB's position through triangulation. EPIRBs with embedded GPS are even more helpful in quickly finding a distressed boater. With GPS coordinates, the position of distress is pinpointed almost immediately. Without GPS, it may take two or three satellite passes to come up with a good, triangulated position. According to Captain Chip Strangfeld, Commander of Coast Guard Sector San Diego, "the time saved by EPIRBs could mean the difference between life and death."

As long as the new 406 MHz beacon has been registered (which is required by law), search and rescue authorities can quickly confirm that the distress is real, who they are looking for, and a description of the vessel or aircraft. This means an effective search can be initiated even before a final distress location has been determined for non-GPS EPIRBs. It also means that a false activation may be resolved with a phone call to the beacon owner, saving resources for actual distresses.

Registration is free and can be done at www.beaconregistration.noaa.gov or it can be mailed/faxed to NOAA by calling 1-888-212-SAVE. Beacon registrations must be updated at least every two years or when information such as emergency contact phone numbers and other vital information changes. This registration information is only available to authorized search and rescue personnel. For more potentially life-saving information along with how to take a boating safety course or get a free vessel safety check from the Coast Guard Auxiliary visit <http://www.uscgboating.org/>.

LETTERS FROM RECOMMENDED COMMODORES

RECOMMENDED COMMODORES: PETER AND GINGER NIEMANN

Marcy – 47' Custom – 7.5' draft

HOME PORT: Seattle, WA - JOINED SSCA: 2007

SPONSORS: Commodores Dave and Mary Berg *Kismet*
Commodores Cindy and Joe Barnes *Maggie Drum*

Dear SSCA'ers,

We bought *Marcy* in the winter of 2002 in British Columbia, Canada. After fitting out and re-rigging we enjoyed a couple of summers cruising in home waters. We departed Seattle in August of 2006 and headed down to Mexico, where we joined the SSCA and crossed to the Marquesas in April 2007.



The milk run through the Tuamotus, Societies, Suwarrow, both Samoas, northern Tonga and Fiji brought us to New Zealand where we spent the 2007–2008 cyclone season. As we write, we are preparing for a passage to New Caledonia, then Australia, and then on into the Indian Ocean. We were attracted to SSCA especially because the “clean wake” motto resonated with us. Since joining, we have enjoyed meeting many members in wonderful places. We are honored to be nominated for Commodore status and would be pleased to fly the swallowtail burgee.

RECOMMENDED COMMODORES: DANA AND JUDY LE TOURNEAU

Paradiso – 40' Valiant – 6' draft

HOME PORT: Ventura, CA - JOINED SSCA: 2004

SPONSORS: Commodores Jack and Jo Cooley *Mystic Adventure*
Commodores Linda and Robert Foster *Caravela*

Dear SSCA'ers,

In December 2001 Dana and Judy LeTourneau moved aboard *Paradiso* in their homeport of Ventura, California and set about a 2+ year refit. *Paradiso* is a 1977 Valiant 40 that needed everything. On March 3, 2004, with an almost new boat, the crew of *Paradiso* departed for distant ports and adventure. We are honored to become Commodores and will uphold the seven traditions of the SSCA and leave a “clean wake.”



RECOMMENDED COMMODORES: KEN AND MARILYN FRICK

Dream Ketch'r – 41' Tartan – 5.5' draft

HOME PORT: Annapolis, MD - **JOINED SSCA:** 2004

SPONSORS: Commodores James and Noeleen Looney – *Sealoon*
Commodores Eric and Carol Wood – *Driftwood*

Dear SSCA'ers,

Many years ago at a county fair in Benicia, CA, Marilyn and I fell in love with a 16' Hobie cat and our sailing began. After settling in the Annapolis, MD area and sailing with the Annapolis Naval Sailing Association we know we wanted to go cruising. In 2005 we moved aboard *Dream Ketch'r* and departed Hampton, VA with the Caribbean 1500 and haven't looked back since. As



fulltime cruisers, we have explored the east coast of the U.S. and the eastern and western Caribbean for the past three years. We often talk about what it must have been like to be out here years ago and give thanks and a debt of gratitude to all the trailblazers that have gone before and left a legacy of a clean wake and all that helpful information for us new kids. We are pleased to be nominated and considered for the position of Commodore. While we continue our cruising and search for the perfect anchorage, sunset, and pristine reef to snorkel, we will do our best to leave a clean wake and support the traditions of SSCA. We have proudly flown and worn out several blue burgees and will be honored to replace our current one with the red one.

RECOMMENDED COMMODORES:

VERN NOREN AND MICHELLE BOUDREAUX

Enchantment – 40' Island Packet – 4'8" draft

HOME PORT: Chicago, IL - **JOINED SSCA:** 2006

SPONSORS: Commodores Marilyn and Carl Thoresen *Discovery*
Commodores David and Marci Hutson *Godiva*

Dear SSCA'ers,

We sold our home and furniture four years ago to pursue a dream I have had since high school, several decades ago. We have lived on board *Enchantment*, an Island Packet 40, since then. The first two years we spent working up north in the summer and in Florida during the winter while we brushed up on our sailing skills and outfitted her for fulltime living and



cruising. Since moving on board in 2004 we have sailed approximately 9,000 miles, most of that in open water. This is our second winter in the Caribbean and our return to the States for hurricane season will be our fifth long offshore passage. We have summered in Baltimore the last two years and will return there again this year to semi-permanent jobs we have waiting for us. Our ultimate goal, which we hope to fulfill by the end of 2009, is to cruise the Western Caribbean then transit the Panama Canal and head to the South Pacific. Along the way we have met many SSCA members who have helped us in innumerable ways. The sight of a member flag on another boat is always a welcome sight. You can bet that the owners will be willing to offer whatever help you may need, be it general island information or technical advice on that pesky electrical problem. We feel fortunate to be members of an organization that holds to the same cruising ethics that we do. We are honored to be considered for Commodore status and promise to uphold the traditions in every port we come to.

RECOMMENDED COMMODORE: ROBERT B. HEISE

Liebchen – 45' Custom – 5'6" draft

HOME PORT: Titusville, FL - JOINED SSCA: 1998

SPONSORS: Commodores Charlie and Chris Pope - *L'Ambiance*

Rear Commodores Bill and Lillie Taylor - *Avemar*

Dear SSCA'ers,

My first boat was a 10' flat bottomed kayak. I was 14 or 15 and paddled all over south San Francisco Bay. I brought my first real boat immediately after leaving the Army Air Force after WWII and trading my war bonds for a 22' cabin cruiser. I renamed it *Snafu*. An unfortunate choice. *Snafu* broke down one night and drifted next to Alcatraz



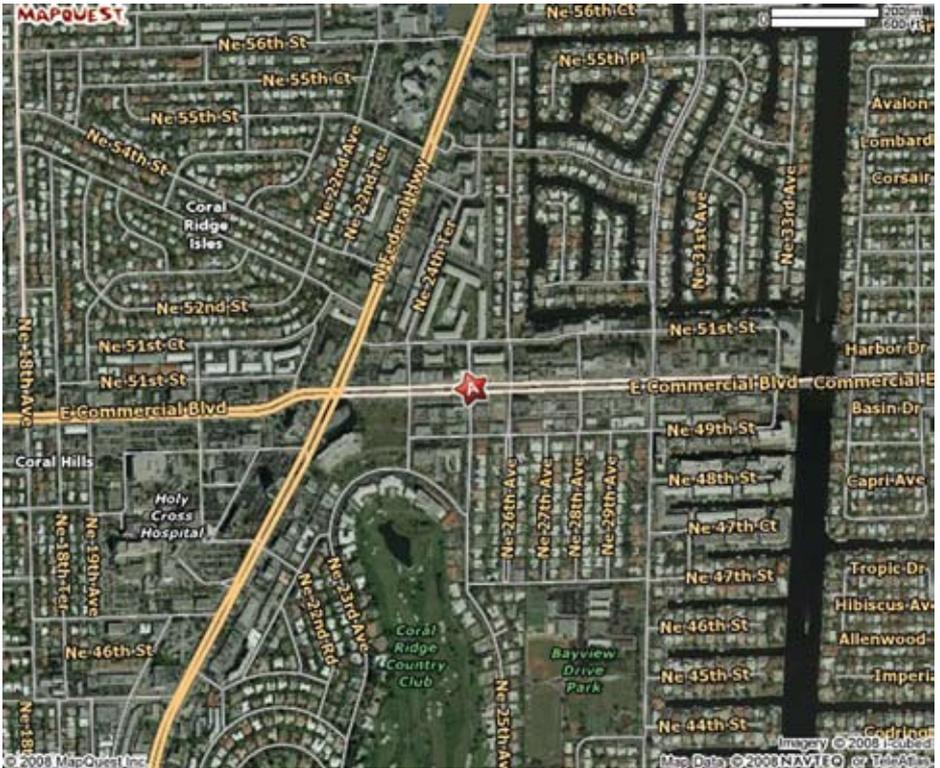
Island. Truly motivated by the sirens and floodlights concentrated on me, I got her underway before any shots were fired. I sold her soon after. Years passed but not my dream of sailing the oceans. In 1972 I joined friends on their 45' steel ketch at Tin Can Bay on the Queensland Coast of Australia for a leisure 700 mile cruise north to Cairns. On the flight home I stopped in Singapore and brought a 37' trimaran. Sailing it around the island I soon learned the homebuilt craft had serious problem. The seller agreed to take it back. I reverted to landlubber. In 1982 I bought my present boat, *Liebchen*, a 45' steel ketch in Ft. Lauderdale. While restoring her, I crewed on several boats doing a non-stop, 1,600 miles from Cape Canaveral to Antigua; sailing from Key West to Orange Beach, AL., and from Cape Canaveral to Charleston, SC. In 1995 I took *Liebchen* twice to Cuba. Most of the time since moving aboard in 1983 I have worked alone with my African Grey parrot Mazola keeping *Liebchen* shipshape. I am a very determined person. My dreams continue. Up front right now is to become an SSCA Commodore. I am much aware of and have always practiced Clean Wake Policy in the decades I have lived aboard. And it ain't over until the Fat Lady sings.

HOME BASE HAPPENINGS

Greetings from Home Base!

Over the past month we have welcomed Luis Salcedo, *Kiwimar*, Frank Finney, *Fantasy Island*, Chris & Lois Jacobs, *Arville*, George Dyer, *Rhapsody*, Clint & Adair Bush, *Emmanuel*, Sally Schroeder, *Zahl*, Brenda Pryor, *Mai Gai* (formerly), Reinert & Barbara Schwebel, *Misconduct*, Rob & Sharon Menzies, *Frenzy II* and Jacques DuVall, *Suma Balo*, to our Home Base Office. They've come for information, camaraderie, picking up stored goods and to volunteer their services.

Like them, all of you are welcome to visit us at Home Base, whether you are just passing through Fort Lauderdale or you've dropped anchor here for a while. Even if you've given up your boat, we're happy to see you. We're here M-F from 9 a.m. to 5 p.m.



We can offer you a cold drink, a computer to access your email or do some web-surfing, a fax machine to receive incoming faxes, the resources of the SSCA library, a firsthand look at the items for sale in our Ship's Store and opportunities to assist the organization you love by volunteering your efforts.

Jacques started cataloguing the chart room. Perhaps you'd like to continue his efforts to package the charts and make them more saleable to help us reduce the inventory.

Around the 20th of each month we prepare the overseas *Bulletins* for shipment and, of course, the last Friday of each month we have our Fort Lauderdale potluck dinner. Though our June dinner was attended by less people than usual (so many of our locals are out cruising right now), a good time and great food was enjoyed by all.

Speaking of food...Have you picked up your copy of *SSCA Potluck Favorites, a Cookbook by Cruisers for Cruisers*? It's available for sale in our Ship's Store.

Though December seems so far away, we at Home Base are already preparing for our Annual Meeting and Gam in Melbourne. We've got an exciting event event planned for you. It's been scheduled outside of the tropical hurricane season to enable more of our members to attend by boat, and the Melbourne Oceanview Crowne Plaza froze their rates just for SSCA members attending by car or flying in. Watch our website for details about the schedule of events and please register early so we can plan properly. It's my first Gam as your AD and I would love for it to be a success.

Wishing you Fair Winds and Smooth Sailing,
Judi Mkam

CALENDAR OF SSCA EVENTS

August 2008

Aug 1-2	All Day - Isleboro, Maine	Downeast Rendezvous
Aug. 9	8:00 a.m. - Punta Gorda, FL	Cruisers' Breakfast
Aug. 9	9:00 a.m. - St. Petersburg, FL	Cruisers' Breakfast
Aug. 16	Houston/Galveston, TX	Cruisers' Breakfast
Aug. 23	8:45 a.m. - Southwest Florida	Cruisers' Breakfast
Aug. 29	5:30 p.m. - Ft. Lauderdale, FL	Home Base Potluck

September 2008

Sept. 11-14	Newport, RI	Newport International Boat Show
Sept. 13	8:00 a.m. - Punta Gorda, FL	Cruisers' Breakfast
Sept. 13	9:00 a.m. - St. Petersburg, FL	Cruisers' Breakfast
Sept. 20	All Day- Annapolis, MD	Annapolis Gam
Sept. 20	Houston/Galveston, TX	Cruisers' Breakfast
Sept. 26	5:30 p.m. - Ft. Lauderdale, FL	Home Base Potluck
Sept. 27	8:45 a.m. - Southwest Florida	Cruisers' Breakfast

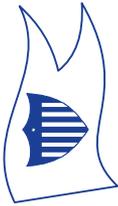
Weekly Cruisers' Breakfasts

Sundays	8 a.m. - Ft. Lauderdale, FL	Wednesdays 8:30 a.m. - Vero Beach, FL
Wednesdays	8 a.m. - Annapolis, MD	

Upcoming SSCA Board Meetings

Dec. 8, 2008, 9 a.m. Melbourne, FL
All Board meetings are open to the membership.

Details on all SSCA events listed here and more, are available online at
www.ssca.org, events calendar link.



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August 2008

Free 1-year subscription to *Bluewater Sailing Magazine* with your SSCA membership renewal.