CARIBBEAN On-line
COMPASS
FEBRUARY 2019 NO. 281
The Caribbean's Monthly Look at Sea & Shore

ARC 2018
33... AND A THIRD!

— See story on page 18



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On the cover: Photographer Tim Wright caught Scarlet Oyster *arriving in St. Lucia to take First Overall in the Racing Division of the 33rd running of the Atlantic Rally for Cruisers. Story on page 18*



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

ANTIGUA NICE



Elizabeth Jordan receives award for her contribution to sailing in Antigua

Jordan Honored for Contributions to Antigua

As reported by Antigua Nice (www.antiguanice.com), Elizabeth Jordan, founder of the Antigua & Barbuda's National Sailing Academy, was awarded that nation's Faithful & Meritorious Medal by Governor General the Honourable Dr. Rodney Williams in December 2018 for her contribution to the sport of sailing and nation building. She received the award at Government House along with more than 20 other people who have made outstanding contributions to the country.

The following is excerpted from a biography read out prior to Elizabeth receiving her award.

In 1999 Elizabeth and her all-female crew sailed her yacht *ArcAngel* from England to the Caribbean, with the intention of staying for three months. That has turned into almost 20 years.

Being a sailor, she joined the Antigua Yacht Club, became a Board Member and, eventually, Commodore for six years.

At that time, very few Antiguan children were learning to sail owing to cultural, logistical and financial barriers, so, in 2010, she founded the National Sailing Academy — wholly sponsored by charitable donations — to rectify the situation. Within weeks, 150 primary and secondary school students from Government schools joined the programme. By 2012, it became obvious that if the Academy were to survive financially, it needed to create its own revenue, so it leased the current headquarters on Dockyard Drive that incorporates a range of activities that contribute towards making the Academy sustainable.

In 2014, the Academy started to offer the only recreational outreach programme to the disabled children and adults of Antigua, through a programme known as Sailability, which operates five mornings a week with approximately 70 persons attending each week. The School and the Disabled Sailing programmes are both free to the participants.

Apart from sailing being both a recreational and competitive sport, sailing is changing the lives of young Antiguans by offering a career path into Antigua's vibrant yachting industry. This year, two Academy students became yacht captains and will be undergoing extensive further training, potentially leading to them becoming superyacht captains. The Academy has also trained 21 other students as sailing-dinghy instructors, most of whom are now working at resorts or on charter boats, with the opportunity to create viable career paths.

Elizabeth's award is richly deserved.

Charter Captain Acquitted of 'Seaman's Manslaughter'

On January 9th, a US federal judge in the District Court of the US Virgin Islands acquitted charter boat captain Rick Smith of "seaman's manslaughter" in connection with the death of a delivery crewmember in 2015. For the last decade, Smith has divided his time between Camden, Maine and the US Virgin Islands, offering charters aboard his 43-foot yawl, *Cimarron*, out of both locations. Smith, age 66, faced up to ten years in prison if convicted.

According to comprehensive reports by Eric Russell in the Maine newspaper the *Press Herald* (www.pressherald.com), Smith had been charged with negligence contributing to the death of David Pontious. Pontious, 54, of Beaufort, North Carolina, was one of three crewmembers who were helping Smith sail *Cimarron* from the US East Coast to the USVI.

According to Russell's reports, the other crewmembers reported that on the second day offshore, Pontious became delusional and started hallucinating. The following day, they said, he told them that he was hearing voices and that he didn't think he was on the same boat as when he left port. Later, he accused the other crewmembers of drugging and kidnapping him. His behavior grew increasingly erratic, culminating in him becoming violent while *Cimarron* was more than 300 miles from land. Pontious reportedly grabbed Smith and shook him, punched him, and then started to choke him. Shortly after he assaulted Smith and tried to take control of the helm, Pontious stepped overboard into the night.

Smith, a longtime licensed charter captain, wasn't able to reach the US Coast Guard by radio until the next day. Although a Coast Guard investigation revealed that he made no attempt to turn the boat around to search for Pontious, a Coast Guard investigative report dated November 4th, 2015, concluded that neither Smith nor the other two crewmembers were prepared for Pontious's apparent break and "tried to handle it the best they could". The captain was questioned about Pontious's death after *Cimarron* arrived in the Virgin Islands in 2015, but no charges were made until last year.

Smith was taken into custody in November 2018 upon his arrival in St. Thomas, and until January 9th had been under house arrest after posting bond. Defence attorneys successfully argued that prosecutors had charged Smith under a statute that applies only to vessels engaged in commercial activity.

—Continued on next page



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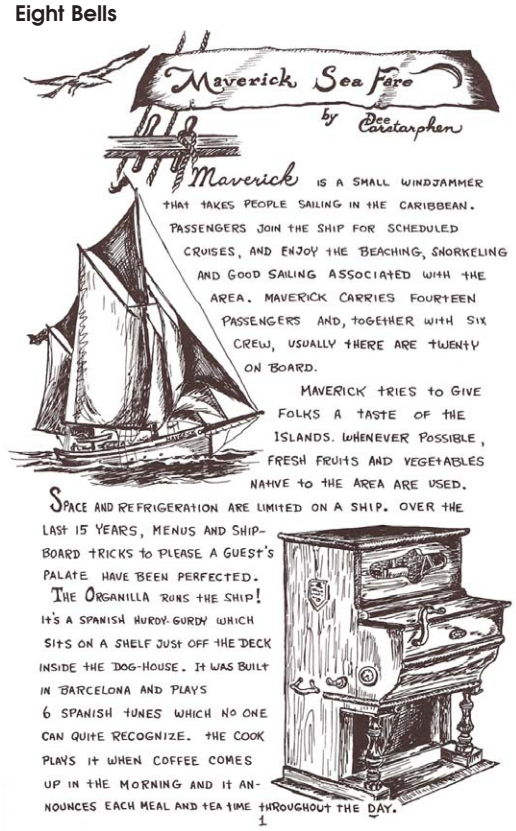
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DOYLE CARIBBEAN

—*Continued from previous page*

Because there were no paying customers and no commercial cargo when the *Cimarron* was sailing south in October 2015, it was considered a recreational or pleasure voyage.

Eight Bells



Dee Carstarphen's Maverick Sea Fare*: 'at once a cookbook and an artist's repository of all things Caribbean'*

• DEE CARSTARPHEN

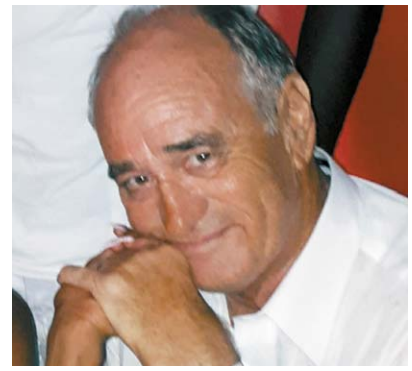
The Seven Seas Cruising Association reports: SSCA founding member Dee Carstarphen died in her sleep on January 3rd, a few days shy of her 93rd birthday.

During her sailing life, she cruised and voyaged on a variety of vessels, including a 36-foot wooden ketch, *Southern Cross;* a 76-foot wooden Brixham Trawler, *Maverick*; and a 30-foot fiberglass ketch, *Sea Wind*. After 40 years afloat, she retired from the sea to a home she designed and helped her husband build on the shores of the Chesapeake Bay, USA. She kept her hand in making cruises up and down the Bay aboard the couple's 23-foot cat yawl, *Muskrat*.

A self-taught artist, Dee wrote, illustrated, and self-published four nautical books: *Maverick Sea Fare, Windjammer Cooking, The Conch Book*, and *Narrow Waters*. Reviewer Richard Dey wrote, "In *Maverick Sea Fare* (1977), Dee Carstarphen uniquely captures the spirit of the time. *Maverick* was a 76-foot Brixham ketch in the charter trade captained by Jack Carstarphen. Working primarily out of St. Thomas, it was a 'boarding house afloat' or head boat that took paying customers for a week or more. Dee did the cooking and, after Jack died of melanoma and the boat was sold, produced this funky book that is at once a cookbook and an artist's repository of all things Caribbean."

• BOB HATHAWAY

Robert "Bob" Hathaway, former manager of The Marina at Marigot Bay, St. Lucia, was found dead at his home in Grande Riviere, Gros Islet, St. Lucia on January 13th. He was 66 years old. St. Lucia Police have said that the circumstances surrounding his death are currently under investigation.



Bob Hathaway, former marina manager and yachting association executive

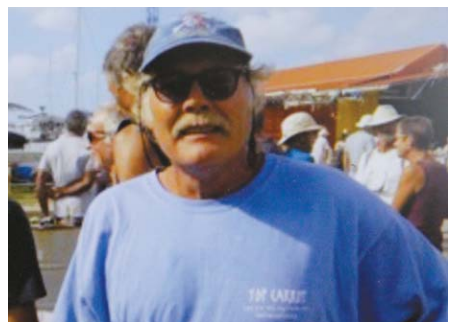
An English-born Cambridge graduate, Bob had worked in the yachting industry for nearly 30 years and had lived in St. Lucia since the early 2000s. At the time of his death he was self-employed as the proprietor of Marigot Sunshine Ltd., which provided consultancy, research and project management in the marine, tourism and environmental sectors. He designed and built a solar–powered catamaran ferry, the first of its kind in the Caribbean.

Bob managed The Marina at Marigot Bay, St. Lucia, from 2006 to 2014, and the Glossy Bay Marina in Canouan, St. Vincent & the Grenadines, during 2017. He also served on the executive committee of the Marine Industries Association of St. Lucia, and was once Vice-President of the Caribbean Marine Association.

Marine Industries Association of St. Lucia (MIASL) President Keats Compton says, "I first met Bob following the launch of the MIASL, as he was then manager of the Marina at Marigot Bay. He took great pride in welcoming the rich and famous on bigger and bigger mega- and superyachts — Marigot has always offered an ambience unique to that bay. His knowledge of the boating world beyond St. Lucia no doubt helped to promote Marigot, and to provide the quality of service expected by well-heeled clientele. His heart was in his job, and he didn't hesitate to let us know how accomplished he was at it.

"He became the MIASL representative at the St. Lucia Hotel & Tourism Association, and 'caretaker' president (MIASL) in 2009 following my move to Martinique. As such, he sat on committees addressing problems facing the yachting sector, such as security, immigration, etcetera. He developed a familiarity with the tourism landscape in St. Lucia, which served him well in his future tourism consultancy, Marigot Sunshine.

"I will remember Bob for two significant contributions to our yachting sector: Marigot's donation of a dinghy to the Police Station at Marigot Bay for security patrols, and a substantial financial contribution towards the engagement of the Maritime Authority of the Cayman Islands for setting up a Maritime Authority in St. Lucia, as yet unrealized."



Philip Wessels helped fellow cruisers with a smile

• PHILIP WESSELS

Johness Pinion reports: It is with a very heavy heart that we say goodbye to Philip Wessels from the yacht *Voyager* who passed away on January 4th.

—*Continued on next page*

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—*Continued from previous page*

He had for many years extensively cruised the Caribbean, making friends, helping fellow yachties always with a smile no matter what the time of day, and enjoying the sailing life. The last several years he spent the "season" in St. Maarten and became part of our family. Fair winds.

S/V Katniss Washes Ashore

The yacht *Katniss* washed ashore on the island of Nevis in mid-December, having floated unmanned across the Atlantic for seven months. The body of her skipper, 64-year-old solo sailor Rob Mitchell, had been found off the coast of Portugal in May 2018. According to reports, he had been sailing from the Mediterranean to the UK. At that time, *Katniss* was believed to have sunk in a storm.

World Sailing Commits to Reducing Emissions

World Sailing, the global governing body of the sport, added its voice to the 24th



DREAM YACHT CHARTERS

The wind is emission-free, but World Sailing has pledged to halve reliance on fossil-fueled propulsion for regatta support boats by 2024

Conference of the Parties to the United Nations Framework Convention on Climate Change (COP24), held in December 2018, by presenting its Sustainability Agenda 2030 targets.

As world leaders at COP24 prepared to implement the Paris Agreement to limit the rise of global temperatures to 1.5°C above pre-industrial levels, World Sailing joined the International Olympic Committee and other sporting federations in signing up to a new framework that will commit the organizations to reduce carbon emissions from their activities.

"Sport's contribution to climate change is not insignificant and following a wide consultation for our sustainability strategy it was clear from sailors across the world that they wanted to see action taken on the subject," said World Sailing Sustainability Programme Manager, Dan Reading.

"As such, working with key partners and the marine industry, we will be measuring, reducing and eventually compensating our carbon emissions from our activities. A number of sailing events already do this and we want to help the sport apply this in a uniform way."

At the widely attended Sports for Climate Action session at COP, delegates heard how climate change increases severe weather, which reduces participation time, increases safety risk, and negatively impacts grassroots infrastructure — all of which contribute to increases in insurance premiums.

World Sailing's Council unanimously agreed to the Sustainability Agenda 2030 at the 2018 Mid-Year Meeting. This includes pledging to:

- Be carbon neutral by 2022
- Achieve a 50-percent reduction in carbon emissions by 2024
- Reduce reliance on fossil-fueled propulsion for support boats by 50 percent by 2024
- Ensure that official boats used at World Sailing events will not be solely reliant on fossil fuels by 2025.

Visit https://cop24.gov.pl for more information.

Selected Cruisers' VHF Nets

When you arrive in a new anchorage, one of the best ways to find out what's happening is to tune in to the local cruisers' VHF radio net. Times given in this list of Eastern Caribbean Cruisers' VHF Nets are local.

- St. Martin/Maarten: 0730, Ch10, Monday-Saturday
- English Harbour, Antigua: 0900, Ch06, Daily
- Jolly Harbour, Antigua: 0900, Ch68 then switch to Ch74, Daily
- Le Marin/Ste. Anne, Martinique: 0830, Ch08, Monday, Wednesday and Friday
- Rodney Bay, St. Lucia: 0830, Ch68, Monday-Saturday
- Bequia, SVG: 0800, Ch68, Daily
- Grenada: 0730, Ch66 (International), Monday-Saturday
  Note: If the Ch66 repeater is unavailable, listen on Ch69.
- Chaguaramas, Trinidad: 0800, Ch68, Daily
- Puerto La Cruz, Venezuela: 0745, Ch72, as available
- Curaçao: 0745, Ch72, Monday-Saturday

Department of Corrections

In last month's Meridian Passage of the Moon, on page 37, there were a couple of impossible times listed, thanks to typos: The time on January 2nd should have been 0909 hours (not 0969) and January 3rd should have been 0958 (not 0998). Thanks to eagle-eyed Jim Hutchinson for noticing!

The correct date for Bequia's Sailors' and Landlubbers' Auction is February 10th.

Rather than appearing in February, the article "You Be the Explorer — Ancient Canals of Suriname" will appear in the March issue of *Compass*.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertiser Penn's Landing of the BVI, on page 33.

Good to have you aboard!



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BUSINESS BRIEFS

Sayeed Mohammed New Service Manager of Parts & Power

Sayeed Mohammed took the helm of the Service Department of Parts & Power in October 2018. Sayeed was born in Trinidad, where he graduated from St. George's College. He completed and was certified in Caterpillar training and obtained Crestcom Bulletproof manager training.



Sayeed's employment history includes being Inventory Supervisor at Associated Brands Industries. He moved from there to Massy Machinery (T&T CAT Dealer) where he started in Accounting. He moved into Parts and Equipment Sales, then into Service, where he was Service Manager for the Heavy Equipment Division. After leaving Massy he joined Ansa Automotive as Customer Service Manager before being recruited by Parts & Power.

Sayeed has already organized many of the workflows in the Parts & Power Service Department and streamlined several processes. He has been praised for his communication skills and work ethic.

Parts & Power Ltd, based in Tortola, British Virgin Islands, was founded in 1973. Parts & Power Ltd has been serving the marine and industrial needs of the Caribbean for over 45 years. With over US$1.5 million in parts and product inventory in Tortola, it is the largest supplier of diesel engines, generators, parts and accessories in the Eastern Caribbean. With the largest dealership network in the Caribbean, from the USVI through to Trinidad & Tobago, Parts & Power offer unbeatable aftermarket service through highly trained local dealers.

Visit www.partsandpower.com for more information about Parts & Power.

The Multihull Company Supports Grenada Sailing Week

Chrystal Young reports: The Multihull Company, Grenada is a proud sponsor of Grenada Sailing Week. Secret Harbor Marina, right next to our office in Mt. Hartman Bay will be hosting Day 3 and Day 4.

We would like to wish all the participants the best of luck and to thank all the hard-working volunteers!

For more information on The Multihull Company see ad on page 44.

Romain Szyjan Heads Electronics Department at Turbulence Ltd.

Richard Szyjan reports: The management of Turbulence Ltd. of Grenada is pleased to announce the appointment of Romain Szyjan at the head of the electronics department and as a yacht surveyor.



Romain graduated from the University of Southampton in the UK with a Master in Ship Sciences then was enrolled by Lloyds register where he became a chartered surveyor based in Bilbao, Spain.

After a few years working on large ships he decided to join the reputable yard of Pendennis in Falmouth as a project manager refitting classics and luxury yachts.

Having grown up in the Caribbean island of Bequia, the English winter got the best of him and it was not long before repatriation was in the air for some warm-water sailing and foil kiting.

We are happy to have him back in our truly family operation.

For more information on Turbulence Ltd see ad on page 37.

Nagico Group and Swiss Re Reinsurance Sign Treaty in Mid-Atlantic

Kearney Ferguson reports: NAGICO Group has announced the symbolic signing at sea of the Excess of Loss Treaty, renewed by NAGICO Group and Swiss Re, which became effective on January 1st. Signing the treaty confirms mutual commitment in the face of potential catastrophic events.

Cameron Parker of Swiss Re and captain of the four-man rowing team Atlantic Discovery combined business with an endurance ocean row. He signed the treaty on board the NAGICO Group-sponsored ocean rowing boat as the team rowed down the hurricane-development track towards the Caribbean. When Cameron and his team make landfall, NAGICO's Chairman Imran McSood Amjad will countersign the Treaty.

NAGICO's reinsurance program provides protection from not only catastrophic events, but also smaller weather-related events and a wide range of other perils that would not trigger recovery from a traditional catastrophe reinsurance program.

Cameron's team was rowing 3,000 miles, unsupported, as part of the Talisker Whisky Atlantic Challenge to raise US$80,000 for Multiple Sclerosis, which affects 2.5 million people worldwide. Twenty-seven vessels representing 14 countries took part in the challenge.

Visit www.nagico.com/nagico-and-swiss-re-reinsurance-treaty for more information.

Caribbean ECO-News

The Paris Agreement signed at the historic climate conference in 2015 called on all countries of the world "to pursue efforts to limit the temperature increase... to 1.5 degrees Celsius above pre-industrial average". Climate change experts now confirm that global warming is on track to break the 1.5°C mark by around 2040.

The Ministers of Government responsible for addressing climate change in the Caribbean Community (CARICOM), along with others, agree that an increase of average global temperature above 1.5°C will have disastrous impacts on the Caribbean, but they also believe that it is possible to contain global warming, and that we have the technology to reduce our impact on the climate.

CARICOM and other regional entities are therefore taking steps to address this existential problem.

A Strategy for Sustainable Use

All 20 countries that make up the Caribbean Community (CARICOM) are classified as developing countries. They are all relatively small in terms of population and size, and diverse in terms of geography and population, culture and levels of economic and social development.

CARICOM countries share similarities and challenges. On the one hand, they are all in proximity to major markets in North and South America, and most have had to make the transition from agriculture or mining to a service-driven economy, especially tourism and financial services. On the other hand, they have to overcome the challenges of frequent natural disasters, in addition to small size with associated lack of economies of scale and vulnerability to external shocks.



DAVON BAKER

Caribbean people can see the sea level rise

CARICOM is currently developing a Caribbean Community Natural Resources Policy Framework, a long-term strategy for the sustainable use and management of the environment to improve its ability to bounce back from the impacts of climate change.

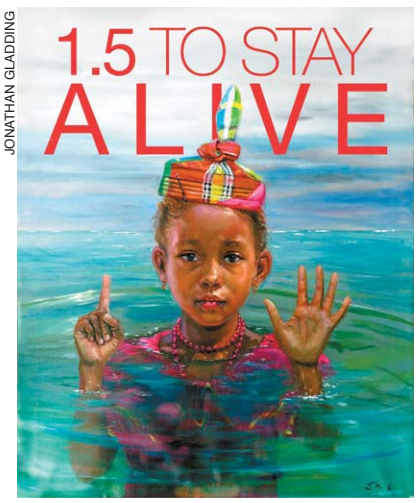
Building Economic Resilience

The Organisation of Eastern Caribbean States is a ten-member grouping that forms a near-continuous archipelago: the British Virgin Islands, Anguilla, St. Kitts & Nevis, Antigua & Barbuda, Montserrat, Dominica, Martinique, St. Lucia, St. Vincent & the Grenadines and Grenada.

Regarding the economic aspects of climate change in the Caribbean, senior officials from the OECS have called upon the World Trade Organization to help Small Island Developing States build economic resilience in the face of climate-change related hazards including Category 5+ hurricanes and rising sea levels. In a statement to the WTO General Council, the highest decision-making body of the World Trade Organization, the OECS highlighted the unique challenges faced by Small Island States impacted by climate change events and noted the negative impacts of such events on trade and development.

Meanwhile, "climate smart" development for better resilience in the OECS has been given a boost with deeper cooperation between the OECS and the Global Green Growth Institute — a treaty-based international, inter-governmental organization dedicated to supporting and promoting strong, inclusive and sustainable economic growth in developing countries and emerging economies.

In addition, the Caribbean Development Bank has updated its Climate Resilience Strategy to better support climate change resilience and sustainable development efforts in its 19 Borrowing Member Countries. The Strategy, which covers the period 2019-2024, was approved by CDB's Board of Directors on December 13th, 2018. It focuses on enhanced and sustained adaptation actions to promote disaster risk reduction and poverty reduction. When implemented, the Strategy is expected to enable the Bank to mobilize increased levels of concessionary resources for all Borrowing Member Countries, to improve climate resilience in vulnerable sectors, to strengthen the enabling environment to support resilient climate actions, and to improve capacity within CDB for effective and efficient delivery of climate solutions.



JONATHAN GLADDING

'Artists convey messages in ways that resonate with the culture'

'Artists Play a Pivotal Role' in Awareness

Following the release of a special report by the International Panel on Climate Change that highlights the urgent need for action by governments, industries and individuals to contain global warming, Panos Caribbean, a regional organization that helps journalists to cover sustainable development issues, has launched a new regional campaign to support the Caribbean in the fight against the negative effects of climate change.

This regional awareness campaign is supported by the Caribbean Development Bank and the Caribbean Community Climate Change Centre, in collaboration with the CARICOM Secretariat, the OECS Commission and other regional entities.

The face of the campaign is a painting by St. Lucian-American artist Jonathan Gladding. It pictures a young girl with her body almost entirely submerged by sea-level rise, and with her fingers sending the desperate message that she needs "#1point5tostayalive".

To give a voice to the campaign, St. Lucian poet and playwright Kendel Hippolyte is working on a new theme song, entitled "1.5 Is Still Alive", in collaboration with musician Taj Weekes; this project will bring together a number of well-known Caribbean singers.

"In a campaign such as this," says Panos Caribbean's coordinator Yves Renard, "artists play a pivotal role, because their voices are known and credible, and because they are able to convey messages in ways that resonate with the culture, feelings and concerns of people and communities."

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EVENTS & ACTIVITIES

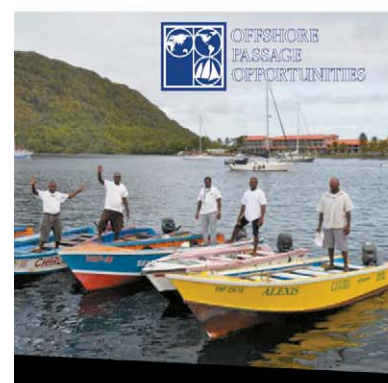
- Welcome Barbecue and Rum Punch
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Contact Hank Schmitt at offshorepassage@sprintmail.com to learn more

Tackling New Threats to Caribbean Coral Reefs

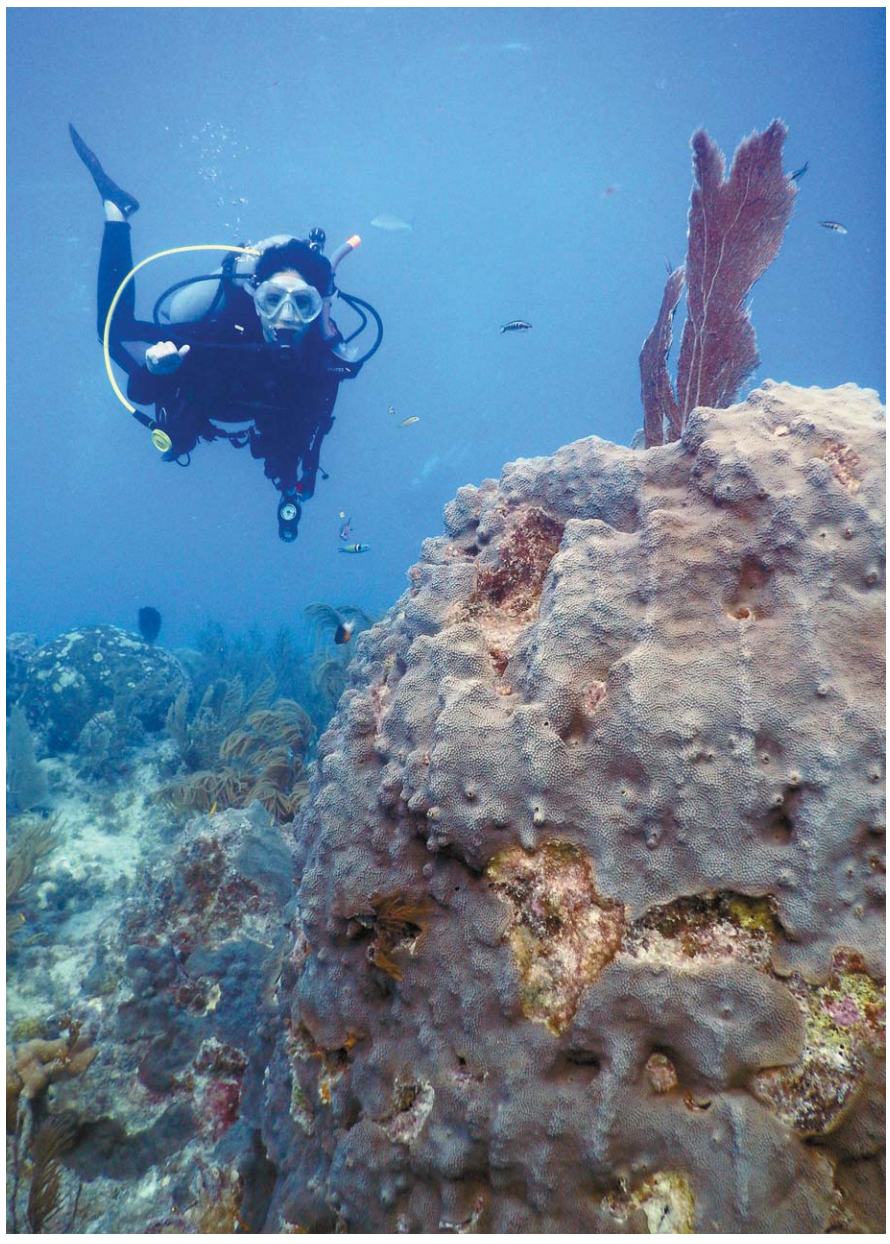
by Emma Doyle

Marine natural resource managers from the Caribbean have expressed concern about the spread of a previously unknown coral disease that has recently been identified in Florida. The Stony Coral Tissue Loss Disease spreads rapidly and affects some of the slowest-growing and longest-lived reef-building corals, including the iconic brain corals, star corals and pillar corals. Scientists are still uncertain about the cause of the disease.



E. DOYLE (ALL)

Coral reef disease inspection at Looe Key, Florida Keys National Marine Sanctuary, and training in disease treatment protocols



Managers from four Mexican marine national parks visited the Florida Keys in December for a technical exchange to address the emerging threat posed to coral reefs by this coral disease, which was first documented in Florida and is now being reported in other parts of the Caribbean.

"It seems that the threats to our reefs never cease. In Mexico we are very concerned because the disease has been seen since May 2018 at various sites," commented the representative from Parque Nacional Arrecife de Puerto Morelos, who is a member of the coral disease working group for the Mexican National Commission for Protected Areas, CONANP (from its initials in Spanish).

Given that this disease is appearing in other parts of the Caribbean, Mexico has initiated a regional monitoring program and is actively networking with international colleagues. This will permit early detection of the disease and enable international cooperation between experts in affected countries, with the aim of taking action to mitigate, restore and evaluate damage to coral reef ecosystems.

"Through this visit we're gaining vital new technical knowledge for the detection and correct identification of the Stony Coral Tissue Loss Disease. Local experts have shared with us their latest approaches to the treatment, follow-up attention and monitoring of affected corals," explained the representative from the National Park Costa Occidental de Isla Mujeres, Punta Cancún y Punta Nizuc.

The group is seeing first-hand the impact of this threat to Florida's coral reefs, and the likely cascading impacts on fisheries and tourism sectors. Together with experts and managers from the US, the visitors are also examining management strategies to help prevent further spread of the disease, for example through disinfection of dive equipment and better management of ballast and waste water from ships. Important lessons that have been learned in Florida are being shared with Mexico about early action planning, inter-agency collaboration, the prioritization of sites for treatment, and communications with fishers and divers.





"While we work to address this new disease, we have to do everything possible to build the resilience of reefs by reducing the other threats that are well known to us. This means ensuring compliance with fisheries regulations, as well as respecting the conservation zones of our national parks, and applying best practices in marine tourism," added the representative from Arrecife Alacranes National Park.

"Given the significance of coral reef ecosystems, it's necessary that we join forces with scientists, communities and the various authorities involved to find possible solutions to this issue," commented the representative from Arrecifes de Xcalak National Park and the Biosphere Reserve Banco Chinchorro.

Marine national park managers from ten countries and territories in the Caribbean region are connected through MPAConnect, a partnership between the Gulf and Caribbean Fisheries Institute, the NOAA Coral Reef Conservation Program and 30 marine national parks regionally. The exchange visit between Mexico and Florida was organized by MPAConnect, in an effort to respond quickly to a critical need for technical information about the disease and to share evolving management experience between nations. Nova Southeastern University also shared information with the group.

For more information please contact mpaconnect@gcfi.org

Prevent the Spread of Stony Coral Tissue Loss Disease!

Observation

• Be a citizen scientist by reporting what you see in the water to your local marine park manager or Department of Fisheries representative. Note your location and describe the coral condition. Include photos to assist scientists in determining areas that need investigation.

Reef Stress Relievers

• Use reef-friendly sunscreen (See "Sunscreen: What is Most Dangerous and What Can We Do About It?" by Ellen Birrell on page 26 at www.caribbeancompass.com/online/october17compass_online.pdf)

• Avoid anchoring by using mooring buoys where available

• Contain your trash



Divers and Snorkelers: Don't Touch Coral and Do Decontaminate Your Gear

Divers and snorkelers can reduce their likelihood of transferring Stony Coral Tissue Loss Disease through proper buoyancy, avoiding touching corals, and sanitizing equipment between dives and before and after each dive excursion, especially when travelling between countries or between infected and uninfected locations.

GENERAL GUIDELINES

• Remove debris and sediment following each dive.



• Between dives, sanitize non-sensitive gear with a bleach solution. Sensitive gear should be washed in fresh water and air dried.

• Properly dispose of disinfectant solutions and rinse water in a sink, tub or shower. Never pour into the ocean or a storm drain.

GEAR-SPECIFIC GUIDELINES

• Non-sensitive equipment – After each dive, soak equipment (weight belts, tools, etcetera) for ten minutes in a ten-percent bleach solution (one quart bleach per two gallons water). Rinse with fresh water; air dry.

• Wetsuits, Buoyancy Compensation Devices (BCDs), mask and fins – Wash with copious amounts of fresh water and then air dry.

• BCD internal bladders – Pour approximately half a liter of disinfecting solution into the mouthpiece of the exhaust hose while depressing the exhaust button, inflate BC, and gently rotate in all directions. Allow to sit for ten minutes. Flush twice with fresh water.

• Regulators, computers, gauges, underwater cameras and other sensitive scientific equipment – Soak for 20 minutes in a solution of warm water and antibacterial dish soap or OdoBan (5 oz./gal.). Rinse in fresh water; air dry. Additionally or alternatively, thoroughly wipe with isopropyl alcohol.

Detailed decontamination guidelines are available at https://nmsfloridakeys.blob.core.windows.net/floridakeys-prod/media/docs/coral-disease-decontamination-protocol.pdf

Thanks to the Florida Keys National Marine Sanctuary (https://floridakeys.noaa.gov) for information in this article.

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REGATTA NEWS

Quality Competition at Antigua's 2018 High Tide Series

Nicole Corvellec reports: The annual Budget Marine High Tide series at the Antigua Yacht Club attracted



Team Spirit from National Sailing Academy, led by Jules Mitchell (third from left)

entrants of all ages and produced high quality competition. Youth sailing development orchestrated by the Antigua Yacht Club and the National Sailing Academy resulted in the presence of Antiguan youth on the results podium. Winner of the A Class was a very young team from the National Sailing Academy sailing the Cork 1720 *Spirit*.

The B Class was won by a helmsman over 80 years old: Geoffrey Pidduck sailing his modified Six Metre, *Biwi Magic*.

Both winners had tight competition throughout the five races sailed over three sailing days with the final race taking place on Boxing Day (December 26th, 2018). In the A Class, *Spirit* had to contend with competition from the Melges 24 *Whiplash* and sistership and academy colleague *Valiant*. In the B Class *Biwi Magic* competed with fellow event veteran Sandy Mair aboard his Beneteau First 35, *Cricket*.

The winners scored Gill Racing Watches, the second and third place winners walked away with a pair of Gill or Sperry shoes and all teams received a Budget Marine goodie bag.

The Budget Marine High Tide series has been a Christmas event in English Harbour for over 20 years. Initiator Jol Byerley is the father-in-law of current sponsor Budget Marine Founder Robbie Ferron, who has also enjoyed the races for all these years, both as a sailor and as the Master of Ceremonies at the prizegiving event.

ON THE HORIZON

Cat *Fujin* Competes in First Caribbean Multihull Challenge

From February 8th through 10th, the Sint Maarten Yacht Club hosts the first annual Caribbean Multihull Challenge. The event is open to multihull sailors on racing catamarans and trimarans as well as chartered cats and cruising multis. One of the regatta's first entrants was the fast, distinctive, and technically advanced 53-foot catamaran *Fujin*.

Fujin's crew, which includes Olympic Gold Medalist and America's Cup veteran Jonathan McKee, can't wait to return to the Caribbean after the boat's major setback last year, when it capsized off the island of Saba during a very windy edition of the RORC Caribbean 600. Following a complete refit in Antigua that included a new rig, new electronics, and new engines, *Fujin* now returns to the racecourse in St. Maarten.

Owner Greg Slyngstad raced in several St. Maarten Heineken Regattas aboard monohulls before commissioning naval architect Paul Bieker — who worked with the Team Oracle USA America's Cup campaign — to design a fast, light, cutting-edge cat. Slyngstad named the boat after a Japanese god of wind. "I was looking for a name that was different and I liked the sound of *Fujin*," he said.

He added, "It doesn't have a large rig compared to most of the big multihulls we race against, so in light air we struggle a bit. But once the wind gets to 15 knots, *Fujin* is one of the fastest cats. We've topped at over 32 knots."

Weighing in at around seven tons, the all-carbon catamaran was built in St. Croix, USVI, by Gold Coast Yachts. While extremely light, the 53-footer still sports a full cruising interior. It's a true dual-purpose racer-cruiser with "a unique Polynesian look," according to Slyngstad. By eliminating a portion of the topsides and replacing it with a sweeping curve just aft of the leading edges of the bows, Bieker created a more efficient hull form.

Since its launching in 2015, *Fujin* competed in St. Maarten and in New England, USA, setting a new course record in the famous Vineyard Race two years ago. Then came last year's fateful Caribbean 600. After the refit, Slyngstad said that *Fujin* "was good as new". The Caribbean Multihull Challenge will be the boat's first real test, and a tune-up for the 2019 RORC Caribbean 600. So, this month, the waters in and around St. Maarten will be teeming with multihulls, in company with *Fujin*.

Visit www.smyc.com/caribbean-multihull-challenge for more information.

Tryst Celebrates 50th Birthday at Caribbean Multihull Challenge

In early February, St. Maarten's own legendary 36-foot trimaran *Tryst* will celebrate her 50th birthday in the first Caribbean Multihull Challenge. The sleek, red tri of Bernard "Appie" Stoutenbeek and Arthur Banting will be the centerpiece of the regatta.

Tryst's main hull and outriggers were built in Orlando, Maine of cold-molded mahogany at the Thurston Company boatyard. Designed by the preeminent naval architect and trimaran creator Dick Newick, the parts were then shipped to St. Croix, USVI. There, in 1969, *Tryst* was assembled and began life as a day-charter boat. A decade later, Pat and Bob Turner brought *Tryst* to St. Maarten and began offering similar outings.

Pat Turner was *Tryst's* owner and loving caretaker for 36 years until Hurricane Gonzalo tore through the islands in 2014 and *Tryst* flipped over, with the mast puncturing her main hull and deck.

—Continued on next page



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Arthur Banting and Appie Stoutenbeek took over the hard labor to get *Tryst* back together again. "We did everything ourselves," said Appie. "We opened her up, remade the stringers, refitted new sheets of wood, built up the fiberglass, did the fairing, the paint job, everything."

In 2015, *Tryst* was again sailing, but not racing. Appie said to Arthur, "Dude, we need to get her out on the circuit again." Arthur, who grew up on multihulls and loves their speed, agreed. But another hurricane, called Irma, intervened. Despite her mast being removed, ballast added to sink the waterline and reduce windage, and being moored in protected Mullet Bay, *Tryst* was turned upside down again. One more refit and the trimaran was finally whole. Appie and Arthur became official partners with *Tryst*.

After Irma, Appie entered the 2018 St. Maarten Heineken Regatta with a set of "Band-Aid" patches affixed to her hull. In December, *Tryst* took first place in the Course de L'Alliance, a three-leg regatta from St. Maarten to St. Barts, on to Anguilla, then back to St. Maarten (*see report on page 18 of last month's Compass, at www.caribbeancompass.com/online/january198compass_online.pdf*)

Now, after a 50-year history, *Tryst* will be on the starting line for the Caribbean Multihull Challenge. "This boat is something special," said Appie. "For a multihull to survive all these hurricanes, there's got to be something special with this girl. She doesn't want to go."

Visit www.smyc.com/caribbean-multihull-challenge for more information.



Can't keep a good boat upside down. Tryst *will be in the action at this month's inaugural Caribbean Multihull Challenge*

Stunning Fleet Set for 2019 RORC Caribbean 600

Louay Habib reports: Early entries for the 2019 RORC Caribbean 600 reveal a stunning fleet of international crews and a large diversity of boats. Two months before the February 18th start of the race, 50 teams had already entered, with nationalities from many Caribbean islands, Canada, Chile, Great Britain, Finland, France, Italy, Germany, the Netherlands, Norway, Sweden, Switzerland, and the USA.



TIM WRIGHT / WWW.PHOTOACTION.COM

Action at last year's RORC Caribbean 600

For the first time in the RORC's history, three ocean-going trimarans — Jason Carroll's *Argo*, Giovanni Soldini's *Maserati*, and Peter Cunningham's *PowerPlay* — will be battling for multihull line honors and the race record, set in 2016 by Lloyd Thornburg's *Phaedo3* in 31 hours, 59 minutes, 4 seconds.

The IRC fleet racing for the overall win and the RORC Caribbean 600 Trophy boasts three magnificent yachts; the 203-foot (62-metre) schooner *Athos*, skippered by Tony Brookes, the 115-foot (35-metre) sloop *Nikata*, with captain Tom Brewer, and the 96-foot (30-metre) sloop *Sorceress*, sailed by Will Apold.

—*Continued on next page*

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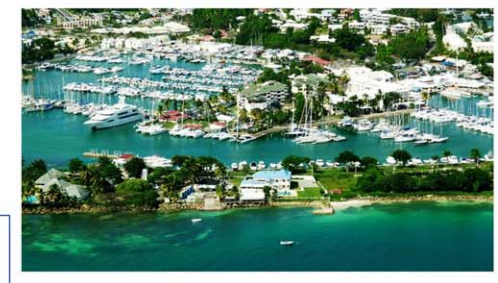
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Two Maxi 72s will compete: previous winner George Sakellaris's *Proteus* and the brand-new *Bella Mente* sailed by Hap Fauth. American Volvo Ocean Race skipper Charlie Enright hopes for victory with the American Volvo 70 *Wizard*. In two previous editions, the race has been won overall by a Cookson 50. This year, two new teams, one on Franco Niggeler's *Kuka3* (which won the RORC Transatlantic Race) and the other racing on *Triple Lindy* led by Joseph Mele, hope to increase the statistic.

A record entry of Class40s is also expected to compete in the race. The 2018 Route du Rhum featured 53 of them and with another transatlantic race organized in March, ten or more Class40s are likely taking part in the RORC Caribbean 600. Among the early entries is Catherine Pourre's *Eärendil*, which set a new Class40 record for the race last year (2 days 13 hours and 15 seconds).

"We are delighted to head back to Antigua for the 11th edition of the RORC Caribbean 600," commented RORC Racing Manager, Chris Stone. "This year we are anticipating close to 100 boats from all over the world, coming to Antigua to enjoy the challenging racing and amazing weather. As usual, there will be a great welcome party and prizegiving event, plus every yacht will be met dockside with cold beers and a warm welcome from our wonderful team of volunteers."

Visit www.caribbean600.rorc.org for more information.

Scrub Island Resort Back Aboard for BVI Spring Regatta

On March 27th, Scrub Island Resort, Spa & Marina, a private-island resort in the British Virgin Islands, will be the hosting sponsor for the Scrub Island Invitational. This event takes place during the 48th annual BVI Spring Regatta & Sailing Festival (March 25th through 31st) and is expected to draw up to 50 boats to compete in a race from Nanny Cay Marina to Scrub Island.

The course will wind through many of the islands. Upon arrival, Scrub Island Resort (www.scrubisland.com) will host the crews, their families and friends, and race officials for a luncheon and party on the Grand Pavilion Patio, Donovan's Beach and lower level of the main resort swimming pool.

One of the three largest annual Caribbean sailing events, the BVI Spring Regatta & Sailing Festival draws an average of 110 yachts, with 60 percent of competitors coming from overseas. New in 2019 are the two marinas at the host sponsor and venue, Nanny Cay Resort and Marina. The three-day Spring Regatta covers racing along the Sir Francis Drake Channel, the Caribbean Sea, and the Atlantic Ocean and includes the Nanny Cay Round Tortola Race. Each day will conclude with nightly entertainment and food vendors featuring local and international cuisine.

"Thanks to the energy and spirit of sailing in the BVIs, it will take more than category five hurricanes to keep people from coming back to sail and race," said Judy Petz, BVI Spring Regatta Director. "We are excited to welcome sailors from around the world to come for the first time or back again."

Visit www.bvispringregatta.org for more information about the BVI Spring Regatta.

New Steering Committee for Antigua Classics

On November 13th, 2018 the new Steering Committee for the Antigua Classic Yacht Regatta was announced. The new team consists of Carlo Falcone as Chairman, Cameron Fraser as Vice-Chairman, Franklyn Braithwaite as Commodore of the Antigua Yacht Club, Tommy Paterson as Competitor Liaison Officer, Janie Easton as Treasurer, Gilly Gobinet as Program Editor, Social Media & Sponsor Liaison, and Don Ward as Financial Advisor.

This Committee will introduce windward starts and new courses so that the racing is both safer and more challenging. The definition of classic boat eligibility for registration is also under review and a new Dragon class will be included at the Regatta in 2019. Shore-based parties, social events such as Music Night and the Sea Shanty Competition, and other traditional events will remain.

—*Continued on next page*

LUCY TULLOCH / WWW.THELUCY.COM



Mariella *is set to return for Antigua Classics 2019*





—*Continued from previous page*

The following yachts have already expressed interest in or registered for the 2019 Antigua Classics: *Athos, Sumurun, The Blue Peter, Chlöe Giselle, Janley, Mariella, Mary Rose*, and the new Leonardo build Eagle44, *Willpower.* Visit www.antiguaclassics.com/registration for a more complete list.

For more information on the Antigua Classic Yacht Regatta see ad on page 15.

Bequia's Easter Regatta goes 'Green'!

Bequia Sailing Club, the organizer of this year's Bequia Easter Regatta — April 18th through 22nd — plans to make it the 'greenest' ever.

"Living in a territory of islands surrounded by some of the most beautiful waters in the world makes us aware of the fragile balance between humans and nature," says Chris Kaye, Chair of the Easter Regatta Organizing Committee. "We're committed to promoting practices within the sport of sailing that are environmentally sustainable and accord with best international practice, and we intend putting this into practice for our forthcoming regatta."



BEQUIA SAILING CLUB

Bequia Plantation Hotel, 2019 Bequia Easter Regatta headquarters

The club partnered with Action Bequia, an established local charity that has been running a successful recycling campaign on the island for almost three years. Single-use plastic will be minimized, and re-use and recycling maximized, with guidance given to race participants to help them reduce their environmental footprint.

Six Classes are intended in this year's Easter Regatta: Cruising I, Cruising II, Racing, J/24, Surprise, and Windward Sloops.

Participants who pre-register will not be charged import duty, excise duty, VAT or Customs service charge when entering St. Vincent & the Grenadines.

Visit www.bequiaregatta.com for registration.

For more information on the Bequia Easter Regatta see ad on page 15.

New Trophy, Class for Antigua Sailing Week

Antigua Sailing Week is an eight-day annual regatta at the end of April. The 52nd edition will commence with a free Newport Shipyard Racing Rules of Sailing Seminar on Friday, April 26th and the standalone Peters & May Round Antigua Race on Saturday, April 27th. Five days of competitive racing off the rugged south coast of Antigua will follow from Sunday, April 28th to Friday, May 3rd. Wednesday, May 1st will be the Lay Day Beach Party at Pigeon Point with no races.

Antigua Sailing Week has always been an international regatta and early entries feature teams from all over Europe, North America, and the Caribbean islands.

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PAUL WYETH / PWPICTURES.COM



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The variety of competing yachts ranges from high-performance multihulls and Maxi Ocean Racers, through TP52s and performance cruisers, to bareboats and Sportsboats.

"A new initiative this year will be spot equipment checks to ensure that boats comply with ASW minimum safety rules," commented ASW Racing Manager Lorna Saunders. "We have also introduced a new trophy for youth: boats with 50 percent of the crew including the driver to be under 25 years of age. The Royal Southern YC Inter Yacht Club Challenge Trophy has many challengers already for 2019; why not charter a boat and bring your team along? Half the crew needs to be from the same bona fide yacht club. Antigua Sailing Week has a new class for double-handed teams. The Double-Handed Class will have its own start and courses will be carefully planned to accommodate double-handed participants. For the Peters & May Round Antigua Race, there will be a new race record for double-handed entries."

Antigua Sailing Week's Official Charter Sponsor, Dream Yacht Charter, is offering monohull race charter packages. If you don't have a boat to enter, there are charter options available for a single berth, a small group of friends or entire boat charter via companies listed on Antigua Sailing Week's official website. Non-racers can Chase The Race. Chase The Race sets off and returns to Falmouth Harbour, so you will be completely immersed in the activities of a typical race day, without the stress of having to win!

Visit www.sailingweek.com for online entry, charter options, Chase The Race reservations, daily news, photos, videos and results.

For more information on Antigua Sailing Week see ad on page 13.

YOUTH SAILING NEWS

Bahamas to Host 2019 Opti North Americans

James Good reports: On September 3rd, 2018, at its Annual General Meeting in Limassol, Cyprus, the International Optimist Dinghy Association (IODA) confirmed the Bahamas' bid to host its 2019 Optimist North American Championship. The International Optimist Dinghy is the largest sailing fleet and the number-one junior class in the world.

The Nassau Yacht Club and Bahamas National Sailing School will host the event from September 27th through October 4th, 2019. Over 160 junior sailor athletes aged 12 through 15, from more than 20 countries, are expected on Nassau's Montagu Bay to participate in the largest youth regatta in North America and the Caribbean.

Eligible member countries are those in North America, the Caribbean, and South America. Included are Antigua & Barbuda, The Bahamas, Belize, Bermuda, the British Virgin Islands, Canada, the Cayman Islands, Costa Rica, Cuba, the Dominican Republic, El Salvador, Mexico, the Netherlands Antilles, Puerto Rico, St. Kitts & Nevis, St. Lucia, Trinidad & Tobago, the USA, the US Virgin Islands, Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, and Uruguay, along with six non-American members of IODA.

The Bahamas will be fielding a team of 14 sailors who will qualify based on the culmination of results of three events: The KPMG Annual Youth Regatta, the Bahamas Youth Olympic Regatta, and the Bahamas Optimist National Championship in 2019.

BNSS Coach Robert Dunkley points out that this is world class competition: "Over the past 60 years, the Optimist Dinghy has been the class in which most World and Olympic Champions started their sailing careers. At the 2016 Olympic Sailing Competition in Rio de Janeiro, 85 percent of all competitors started sailing in the Optimist Dinghy."

Visit www.bahsailingschool.org/welcome for information about Bahamas National Sailing School, www.nassauyachtclub.org/sailing for information about Nassau Yacht Club, and www.optiworld.org for information about the IODA.

Donation of Dinghy and Outboard to SMYC Sailing School

The Sint Maarten Yacht Club Sailing School received a very generous donation of a completely fitted dinghy and additional outboard by the Ferland family, Club members and loyal supporters of the Youth Program. The donation allows the Sailing School to increase the number of students and assistance on the water. The donation was made by the Ferlands in memory of their son.

The SMYC was established in 1980 to promote sailing on the island of St. Maarten. It organizes multiple sailing events throughout the year, with the St. Maarten Heineken Regatta as its crown jewel. A youth sailing program stimulates local youngsters to become part of the sailing community, teaching them life skills like teamwork, perseverance, and confidence. The Club promotes the sport, as well as its beautiful location.



Visit www.smyc.com for more information.



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33... and a Third!

by Sally Erdle

Aficionados of music on vinyl esteem the "long-playing 33 1/3" records. Well, this is a different sort of 33-and-a-third record, one for sailors: At 33 years old and with the addition of a third route option, the world's biggest trans-ocean sailing event just got even bigger.

Since 1986, consecutive editions of the Atlantic Rally for Cruisers have regularly seen fleets of over 200 boats sailing from Las Palmas de Gran Canaria to the Eastern Caribbean.

Now, the ARC is one rally with three routes. The original ARC route sails directly from the Canary Islands to St. Lucia. In 2013, to enable greater participation, a second route, which makes a stop en route in the Cape Verde Islands was offered — and quickly filled. In 2018, again to facilitate more entries, a route with a different landfall — St. Lucia's neighboring island of St. Vincent — was added.

The ARC's three 2018 routes made for a combined fleet of more than 250 boats of all sorts — ranging from 30 to 130 feet long, multihulls and monohulls, cutting-edge racers and classics — arriving in St. Lucia and St. Vincent just before Christmas.

Why is sailing across the Atlantic Ocean, in a diverse fleet, so popular? We were in St. Lucia for the ARC's most recent arrival to find out. See a report on the new ARC+ St. Vincent on page 20.

The 33rd ARC: 'A Goldilocks Year'

ARC 2018 enjoyed a "Goldilocks year — not too windy, not too light. Just right," says Jeremy Wyatt, Communications Director of the event's organizers, World Cruising Club. Consistent east-northeast tradewinds along most of the route made for a fast crossing, and staggered starts in Las Palmas allowed the marina at Muelle Deportivo and World Cruising Club staff to cope efficiently with all boats' preparations for the Atlantic crossing.

ARC+ Cape Verdes departed on November 11th, 2018, with 72 yachts from 22 countries carrying crewmembers from 24 nations. Leg 1 sailed approximately 850 nautical miles to Mindelo, Sao Vicente in the Cape Verdes. Departing Mindelo on November 21st, Leg 2 sailed 2,150 nautical miles to IGY Rodney Bay Marina in St. Lucia.

Next up was the brand-new route, ARC+ St. Vincent, departing Las Palmas on November 15th, with 15 yachts and crew of 12 nationalities. Leg 1 sailed to Mindelo; Leg 2 departed Mindelo on November 25th, sailing 2,150 nautical miles to Blue Lagoon Marina in St. Vincent & the Grenadines.

The original-route ARC 2018 left Las Palmas on November 25th, sailing direct to Rodney Bay Marina, St. Lucia, approximately 2,700 nautical miles. Over 1,000 sailors aboard some 170 yachts sailed this route under the flags of 36 nations.

On average, boats in the original-route ARC arrived in Rodney Bay one or two days earlier than usual. Rodney Bay Marina Operations Manager Sean Devaux tells *Compass*, "There was a bigger rush this year; ARC boats were arriving along with the ARC+ boats, bringing a great atmosphere." This was evident in the jubilant turnout for the simultaneous ARC+ Prizegiving and the ARC Welcome Party held on the marina's "green" on December 12th.

Other events at the marina included the General Manager's Cocktail Party, a live band on the Boardwalk, and a Farmers' Market twice a week. ARC sailors also participated in numerous special ARC-related events outside the marina, in different parts of the island. Sean adds, "We want to make people feel St. Lucia is their home, and having most of the boats in by now [mid-December, and prior to the ARC Prizegiving on the 22nd] gives us that opportunity."

'Old Lady' Gets a Chance

The Goldilocks weather for the crossing translated into little drama — including the course speed record remaining unbroken. Although most ARC participants are in fun rally mode, there is a Racing Division, run using IRC ratings, and while the cruisers commonly "head south until the butter melts", the racers sometimes stay north in search of more wind.

But "there was no northerly option this year," says Ross Applebey, who won First

SALLY ERDLE



Julius, Bianca and Sascha. The Röhle family's current plan is to head back to Europe — but that might change

Overall in Racing Division on handicap on his 22-year-old Oyster Lightwave 48, *Scarlet Oyster* [see cover photo]. Ross has won his class in the ARC Racing Division nine out of ten times he's entered, and came second once. This was his fourth overall win. *The Kid*, Vendée Globe veteran and Transat Jacques Vabre class winner Jean-Pierre Dick's new JP54, took Line Honors with a crossing time of just over 11 days and sailing 3,254.5 nautical miles. "*The Kid* sailed a good race with hugely impressive speeds," Ross says, "however, the dead running conditions forced them to sail some significant extra distance, opening the door just a crack for an old lady like *Scarlet* to have a chance of the overall trophy!"

Ross planned to head for Antigua to join the Nelson's Pursuit Race, and then race in the RORC Caribbean 600, St. Maarten Heineken Regatta and Antigua Sailing Week.

Ross obviously sails to win, but why do so many others join the ARC in the cruising division?

Fun Competition Counts

Echoing the sentiments of many in the fleet, the Finnish skipper Matti Salo on the Malö 46 *Marja II* remarks that part of the attraction of the ARC is, in fact, that "there's a competitive aspect — although it's a rally, similar boats can't help but race!" *Marja II* completed the crossing in 17 days, and continued on a circumnavigation with World Cruising Club's World ARC, which departed St. Lucia on January 12th.

But when asked why he joined the ARC, the first thing Matti says is, "Of course, there's the social aspect — that makes it a lot more fun!"

—*Continued on next page*



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—Continued from previous page

Aboard the UK-flagged Hanse 531 *Jack Rowland Smith*, Sue Hardy concurs: "We wanted the social side. We could have done the crossing by ourselves, but this was more fun. You don't get the social and fun competition sides by yourself."

'You Make Friends for Life'

George Gamble on the US-flagged Beneteau Oceanis 55 cat *Testarossa* bears testament to the allure of the social side of the ARC. ARC 2018 was his tenth Atlantic crossing and his third with the ARC — plus he has done the ARC Europe twice, and one Rally Portugal. Why so many voyages with World Cruising Club? Although a keen racer — he was J/111 World Champion in 2015 — George says, "There are great parties, and you'll meet lots of people that you'll see all season long, and longer — you make friends for life. Our teenage twins have friends worldwide since doing ARC Europe.



CLARE PENGELLY (2)

Above: Children in the 2018 ARC+ fleet at the December 12th ARC+ Prizegiving

Below: The all-family crew of Jack Rowland Smith, *Ben, Sue, John, Clare and Nick. 'We could have done the crossing by ourselves, but being in the ARC was more fun'*



"That's why you do the ARC: you meet people," he says. "The friendships are the best part."

On the crossing, *Testarossa* had a crew of seven, including a Belgian couple who were first-time Atlantic sailors. George says, "We always try to take some less experienced people, otherwise how are they going to get experience?"

While busy transforming *Testarossa* "from crossing mode to cruising mode", and waiting for the twins to join the boat for a two-week sail to Grenada, George says, "The Windwards are our favorite part of the Caribbean," and Lorrie adds, "I forgot how much I love the Caribbean until we got here." They haven't cruised the Western Caribbean yet, so they plan to sail to the ABCs in February, then Panama, Honduras and Belize, before returning home to Florida.

Oh, and they're considering joining the World ARC in 2020.

Special Family Time

Family bonding also featured strongly in many crews, including the Röhle family from Germany. Sascha and Bianca sailed their Marimba 44, *Gepetho*, with just their two sons — Marlon, age 15, and Julius, 11 — as crew.

Underway, the boys helped with steering, line-handling, and sail changes. Bianca says, "They are really helpful boat boys, real crew." Night watches comprised one adult and one son; "we shared great talks". They had "boat school" nearly every day, and Bianca says it was "easier than we imagined". Sascha and Bianca agree: "We really enjoyed the special time with the kids as a family together".

Their advice to other families weighing the pros and cons of joining the ARC? "Just do it. It's the best time we've had in years as a family. The boys tell us every day what a good time they're having — with their parents!"

ARC fleets usually include 20 to 30 children, and Bianca notes that before and after the crossing, "It's great to have so much good company for the kids." Julius, pointing around to other boats on the Rodney Bay docks, exclaims, "Yeah, I have so many new friends I don't miss my old friends. I have new friends everywhere — there, there, and there!"

The Röhle family's current plan is to head north through the Eastern Caribbean to the Bahamas, the Azores and back to Europe — but that might change. Their original plan was to sail for 14 months and then return to Germany, but they're having such a good time "we're now thinking of extending". When Julius is asked if he wants to go back, he grins, "Never!"

Another all-family boat was *Jack Rowland Smith*, with owners Sue and John Hardy, brother Nick and his wife, Clare, and their son Ben. Nick says, "It's way easier as a family: you know each other well." Sue adds, "No arguments at all!"

Nick describes 16-year-old Ben as a "keen dinghy sailor". Well, yes — he's the World Champion in both the RS Aero 5 and RS Feva Classes. Aside from enjoying the sailing, of course ("I did wish for one big blow…"), Ben studied and took 12 mock exams during their 18-day crossing. Would Nick advise other teens to sail the ARC



WORLD CRUISING CLUB

en famille? "I'd say to others my age, it might seem crazy at first, but go for it. It's a once-in-a-lifetime experience, and the ARC atmosphere is incredible."

Nick adds, "As long as the children have the right attitude, the life experience gained by taking them out of school is worth it."

'It's Very Well Organized'

Numerous ARC participants mention that in addition to the fun competition and camaraderie, a third factor was the event organization itself, noting that the pre-departure program offered good refreshers even for experienced passagemakers. Matti Salo says, "You receive lots of information, all the safety aspects are handled properly, the boats are carefully checked before departure, certain equipment is required, there are radio checks and more. It's very well organized — I would recommend it."

New Zealander Peter Vandenberg, crew aboard the California-based Swan 54 *Festina Lente* remarks, "For what it costs and what you get back, it's worth it. On a boat like this, buy a couple of new halyards and you've spent the same!"

As the participants in the 33rd ARC planned to head their different ways from Rodney Bay Marina, with Sue and John on *Jack Rowland Smith* looking forward to island-hopping en route to the East Coast of the US, their family-crew — Nick, Clare and Ben — prepared to fly home to the UK.

Nick looked around the docks and mused, "I want to come back some day, on my own boat. I'd love to do it again with the ARC."

ARC 2018 was sponsored by the Tourist Board of Gran Canaria, the Saint Lucia Tourism Authority, IGY Rodney Bay Marina, supported by the Port Authority of Las Palmas, the City Hall of Las Palmas de Gran Canaria, and in association with Yachting World *magazine.*

Thanks to Events St. Lucia, World Cruising Club, and Bay Gardens Marina Haven Hotel for making Compass's *first-hand coverage of ARC 2018 possible and so enjoyable.*

Visit www.worldcruising.com for more information.

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The Vancouver-based crew of Dobro Dani *celebrates their arrival in St. Vincent*

New, Third ARC Route a Winner

by Sally Erdle



WORLD CRUISING CLUB (2)

The pioneering ARC+ St. Vincent fleet on the dock at Blue Lagoon Marina

A new route choice, with Blue Lagoon Marina, St. Vincent as its landfall, has added extra capacity to meet the growing demand of cruisers wanting to join an ARC rally, organized by World Cruising Club. And among the crews of the 15 pioneering boats in the inaugural ARC+ St. Vincent, who arrived during the second week of December 2018, the new destination was a winner. A gateway to the world-renowned Grenadines, Blue Lagoon is protected by a reef on the island's south coast and offers what one ARC+ St. Vincent participant described as "just what you want in a Caribbean landfall — friendly marina staff in a beautiful setting. It's absolutely charming here."

St. Vincent itself, often overlooked (and even avoided) by cruisers, was also praised by the rally participants, who came from 12 different countries. Among the all-Canadian crew on Roberta and Jason Bowman's Elan 434, *Dobro Dani*, Jane says she likes the very fact that St. Vincent is "not touristy".

In addition to the Welcome Party and a presentation on "Sailing in St. Vincent & the Grenadines" by James Pascal of Horizon Yacht Charters at the marina, excursions were offered to historic and cultural sites in St. Vincent's capital, Kingstown, and to hike the active Soufriere volcano. There was even a "busman's holiday" boat cruise to the Tobago Cays Marine Park. After a welcome opportunity to buy just-picked produce at the Modern Green Farm and a guided tour of the western hemisphere's oldest botanical garden, a group of sailors hopped off the bus in Kingstown to sample a favorite local lunch — rotis at VeeJay's Rooftop Restaurant — and then wander through the market. Back at the marina's toes-in-the-sand Flowt Beach Bar for sundowners, they enthused about the town: "It's authentic!"

Sailors have all sorts of reasons for joining the ARC. David and Sarah Holtby on *Kelpie*, a British-flagged Najad 391, say, "We signed up to make us do it!" David reports that this is his first time visiting the Caribbean "except for a package tour to St. Lucia — and I'm loving it."

Asked why he chose to sail the newest ARC route, Prav Dhawan aboard the US-flagged Oyster 435 *Sail Be Happy*, laughs, "The other routes were already full!"

Initially, Prav and Z ("just the letter"), working full time, had hired someone to deliver their boat from Turkey to their home sailing waters in San Francisco, but the delivery skipper had crew problems and left the boat in Las Palmas, Canary Islands. But when Prav and Z flew out to arrange for the boat to stay in the marina, Muelle Deportivo was setting aside all the slips for the expected ARC fleet — so Prav and Z signed up for the rally to enable *Sail Be Happy* to stay. "We got a lot of boat work done there, very professional, but then we had to figure out how can we actually do the ARC?" Z's mother stepped in to run their business for two months. Now Prav concludes, "It's a great experience to be in the very first ARC in St. Vincent. And the World Cruising Club team is great; I can't imagine doing it by ourselves."

SALLY ERDLE



Sailors stretched their sea legs and learned about local flora and fauna at the St. Vincent Botanical Gardens, established in 1765

Sancta Anna, a Pomerania CI-15, with an all-Polish crew, had a different mission. Owner-skipper Anderzej Pietrucha points out that 2018 marked 100 years of Polish independence, and he felt that sailing in a rally would be a good way to celebrate it and raise awareness.

Anderzej says that sailing the ocean has always been his dream. *Sancta Anna*, designed by the noted Polish naval architect Juliusz Strawinski, was launched in 2017; the crew tells *Compass* that Anderzej worked on building the boat 12 hours a day for four years.

Sancta Anna voyaged in the North Sea and the Baltic, and from Gdansk to the Cape Verdes twice. Then, after a friend advised Anderzej, "Don't waste time in the Med; go farther!", he joined the ARC+ St. Vincent. Anderzej says that he and his crew enjoyed the special camaraderie of a small fleet, the low-key atmosphere at Blue Lagoon Marina, and the hands-on assistance everyone received from multilingual World Cruising Club staff Cecilie Hammersland and Mark Burton: "If you need any help or advice, Mark is the guy!"

World Cruising Club's Managing Director, Andrew Bishop, tells *Compass*, "We are keen to develop the ARC+ St. Vincent destination to give participants landfall options in the Caribbean. St. Vincent & the Grenadines are also keen to have us and to welcome a new event, and Blue Lagoon Marina is a very good facility. With ARC, ARC+, and now ARC+ St. Vincent, World Cruising Club is pleased to bring so many boats to the Caribbean."

Relaxing in *Sancta Anna's* comfortable cockpit after the 2018 rally, Anderzej Pietrucha says he plans to enjoy St. Vincent for a while, cruise the Eastern Caribbean, and eventually circumnavigate. His advice to those considering sailing in his wake? "Do it; don't just dream!"

As of this writing, 24 boats have already signed up for ARC+ St. Vincent 2019. *Visit www.worldcruising.com for information.*



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A2A BY ELLEN BIRRELL

Bequia's Junior Sailing Academy Providing Path to RYA Certification

Youth to Adult — "Y2A" — is a series of articles celebrating sailing's role in youth development for Caribbean children.

Bequia's Junior Sailing Academy now offers local youths more than the opportunity to learn to sail. A pathway is available to obtain globally recognized RYA certifications, seen as keys to sailing careers.

The year 2018 brought a boost for Bequia's Junior Sailing Academy. Generous individuals and the Mustique Charitable Trust donated monies that helped the Academy secure seven new Laser Picos. The fleet now tallies in at 13 sailing boats — four Optimists, eight Picos, and one Sunfish — plus two safety boats.



Zeandre Browne being tested for his RYA Day Skipper certificate

Membership for the Academy also grew to a registration of 75 children aged from seven to 21. Attendance numbers at any given Saturday or Sunday sailing session hit 25 to 30 kids. Bequia's Zeandre Browne is the Academy's senior coach, with Brandon Browne and Sarwan Ollivierre acting as assistant coaches, providing training and on-water supervision.

Says Academy Chair Rose Kaye, "Kids turn up on time each week and are so keen. Membership keeps growing. Sail training at the Academy gives them a great focus.


The Academy's new Laser Picos

SAIL GRENADINES (2)

"As the name implies," she adds, "the Academy does more than just show kids how to sail. Thanks to the generous support of Sail Grenadines and Tradewinds Yacht Charters, suitably motivated older youths are able to gain international yachting qualifications via RYA practical courses and sea-time experience."

"The Academy puts on its own shore-based theory training up to Day Skipper level during ten-week sessions. We have divided the members into three groups—Juniors, Intermediates (those interested in RYA training but not yet old or skilled enough), and Advanced (those eligible to participate in the RYA accreditation program)," says John Nicholson, the Academy's Training Manager. "The older and more experienced members are expected to help the coaches each week with rigging, administration, etcetera. Intermediate and Advanced members participate in the RYA Program only after an evaluation and interview. So far, two youths have gained their Competent Crew certificate and one his Day Skipper qualification via Sail Grenadines. Each are expected to move upwards through the RYA program with others following behind."

RYA certification is given under a program designed by the UK's Royal Yachting Association, and the qualifications are recognized world wide.

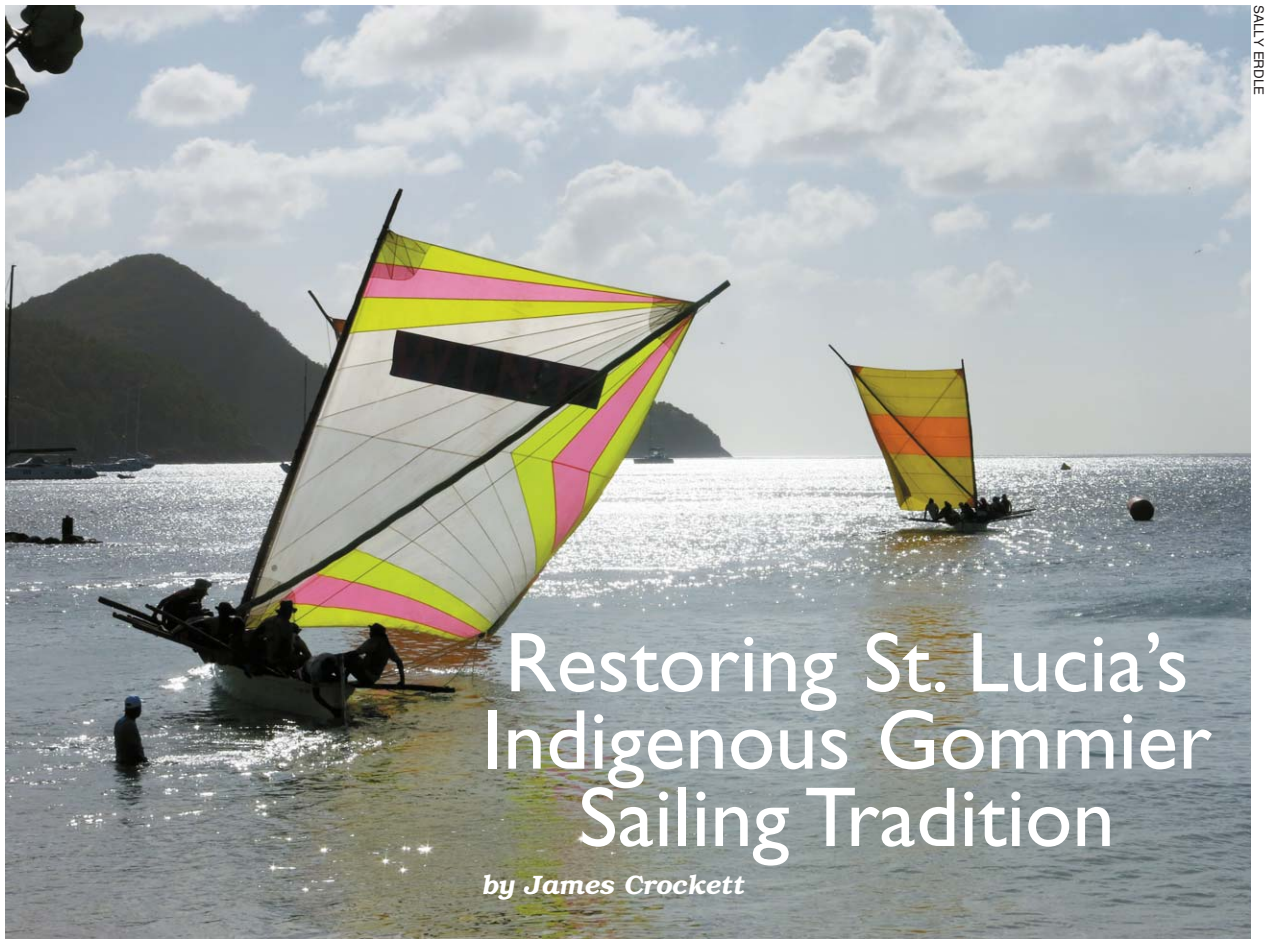
According to the RYA website, the Competent Crew course is for those who would like to become active crew members rather than just passengers. Virtually all the course is hands on. By the end of the course the candidate is able to steer, handle sails, keep a lookout, row a dinghy and assist in all the day-to-day duties on board.

An RYA Day Skipper is a person capable of safely skippering a small cruising yacht or motorboat by day in waters with which they are familiar. The recommended route is to do the training in two parts. The first covers the theory and knowledge-based training, such as meteorology, navigation, pilotage techniques and collision regulations; the second is putting this theory into practice in addition to developing the practical skippering skills of crew management, boat handling, practical pilotage and passage making.

"A key aim of the Academy is to facilitate a career start in the yachting and marine industry for kids who otherwise might be unable to gain qualifications," says Rose.

Growth of the Academy has brought its own challenges. "We are in the process of instilling greater discipline and teamwork, as well as more organized on-water tuition," reports Pete Gibson, the Academy's Assistant Training Manager, whose career in the Canadian Police also involved training Cadets and organizing sail training for inner city youths. "The Academy has great hopes for the future, including a possible apprenticeship/work experience scheme."

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports Learn to Sail and competitive junior sailing, and serves on sailing development for Caribbean Sailing Association.
See https://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing



SALLY ERDLE

Restoring St. Lucia's Indigenous Gommier Sailing Tradition

by James Crockett

THE weekend of December 14th through 16th, 2018 saw the return of Gommier sailing to the bayside village of Gros Islet, St. Lucia after an absence of some years. The Ministry of Tourism, the Gros Islet Constituency Council, St. Lucia Cultural Development Foundation, St. Lucia's Consul General in Martinique, and The Gommier Association in Martinique all came together with the determination to restore this event and kudos to them all for their efforts and determination to pull it off in such a short time and with limited budget.

In times gone by members of the Gommier et Tradition Association of Martinique would brave the Martinique channel and sail these indigenous canoes over to St. Lucia for the weekend of the St. Lucia National Day celebrations (December 13th) where they would enjoy the Friday Night Jump Up, fill up on produce from the Castries Market, and then undertake two days of racing in Rodney Bay. However, a weakness of the event from a local engagement standpoint was that the sailing was all done by Martiniquans, so this year with the relaunch of the Gommier Festival, the desire was to ensure that some St. Lucians got to experience the thrill of the Gommier as a starting point for reintroducing Gommier sailing to coastal communities in St. Lucia as a means of reinvigorating an indigenous maritime culture on the island.



SALLY ERDLE

So on the Friday afternoon, the Martiniquan Gommier sailors donated time to coach local children and adults in the basics of Gommier sailing before taking the participants out for a short, yet invigorating, "taster" sail in which they got to hang off the side of the canoe supported by nothing but a wooden pole, which must surely rank as one of the most exciting crewing positions on any sailing craft! Strength, agility, skill and courage are all required in equal measure to master and enjoy this experience.

The enthusiasm among the St. Lucian participants, young and old, was palpable and the excitement of the experience obvious on every face! This reaction bodes well for the goal of reintroducing Gommier sailing to the island. This was not a one off, and the long-term vision (and long-held personal dream!) is to see a Gommier team in each coastal community that would compete for a coveted national prize and the right to represent St. Lucia and race in Martinique. The purpose of this endeavour is multifaceted:

- Stimulate greater interest in the youth of coastal communities in sailing and the maritime sector via a truly indigenous craft;
- Stimulate local economic activity within coastal communities that hold Gommier racing as a spectator event;
- Generate revenues (and a semblance of financial sustainability) from taking tourists out for a Gommier sailing experience, as is done successfully in Martinique;
- Build community pride, spirit and cohesion through a communal sport that brings members of the village together to pursue the common goal of being the top Gommier team on the island;
- Re-establish an authentic maritime culture that has all but died out in St. Lucia to ensure that the cultural heritage of the island is maintained in the future;
- Foster greater linkages between St. Lucia and Martinique culturally, socially and economically through collaborative and invitational Gommier events.

St. Lucia is lucky in that the Martiniquans, with the financial support of the French Government and the EU over the years, have managed to fund and support a strong Gommier sailing culture on the island so that the skills required to fit out, maintain, repair, sail and race these unique craft has not been lost from the region. Now the popularity of racing the Gommier's bigger brother, the Yole, attracts crowds of up to 70,000 spectators for the start of the annual Round Martinique Yole Race — and serious corporate sponsorship.

What if St. Lucia could tap into just a portion of that popularity and demand? What would the economic, social and cultural impact be for the island, which is still finding its feet within the regional maritime sector and constantly seeking a sustainable source of tourism dollars?

The challenge for St. Lucia now is to find the means and maintain the focus and determination to ensure that what was a strongly positive first engagement builds in 2019 into a flourishing event supported by year-round training and racing activity. The funding for initial Gommier fit-outs is a first requirement, followed by funds to support the recruitment and training of the local teams. A blend of sources is required, as Government or private-sector funding alone would not be sufficient to catapult this initiative into sustainable activity. The hope, however, is that through a grassroots engagement at the village level and outside demand and support for the experience and spectacle that passionate groups of individuals can be supported to build their own momentum.

There are examples to take heart and courage from. The Vanishing Sail film project of Alexis Andrews and Justin Sheira has demonstrated the widespread interest in and demand for indigenous boats and culture from the region; the double-ender resurgence of Bequia, and the workboats of Grenada and the Grenadines, along with the popularity of Gommier and Yole racing in Martinique, right next door, all give templates to work from.

So let's all hope we see the majestic Gommier skimming across the water in St. Lucia becoming a regular feature of the maritime landscape of the island over the years ahead! Would it not surely make for a more interesting and engaging cruisers' destination as a result?

James Crockett is the Community Yachting Consultant for the Ministry of Tourism, St. Lucia. Contact him at James@jussail.com or (758) 287-1071 for further information or to pledge support to help rebuild Gommier sailing in St. Lucia.



PEPSI DEMACQUE-CROCKETT (2)



Crossings, Arrivals and Latvian Celebrations: KINGSTON, JAMAICA

by Elizabeth Stacey

As part of our journey from Miami to Panama, my husband, Garth, and I planned on sailing from the Bahamas via the southern coast of Jamaica. There is not a lot of information on sailing Jamaica so we weren't sure what we would find there but were excited about the prospects. We left Matthew Town in Great Inagua early on a Tuesday morning with wind predicted at ten knots with one- to two-foot seas. Easy sailing…

A few hours into the trip, once again the forecast didn't quite pan out and we had a few choice words for our Pocket Grib app. We were experiencing steady 20-knot winds with a six-foot sea. The good news, our 42-foot ketch was really moving. The bad news, the swell direction was making for one uncomfortable, rolly ride. We made 175 miles in the first 24 hours, which is rocket speed for us. Just after the channel between Cuba and Haiti all that big wind died and just left the swell behind. We fiddled with sails for a few hours before throwing in the towel and turning on the engine to motor sail the last 50 miles.

Jamaica's east side is very mountainous and it made for a beautiful sight on Thanksgiving morning, 2018. Just before the entrance into Kingston Harbour we were greeted by a pod of dolphins who escorted us into the channel; we felt like they were the welcoming committee sent especially for us.

Kingston has the seventh largest natural harbor in the world and is a very busy port. We shared the channel with several freighters, pilot boats and local fishermen. We motored through the channel and headed for the Royal Jamaica Yacht Club to tie up and clear in to the country. In Jamaica the Health Ministry, Immigration and Customs all come to your boat separately to complete your clearance. It was a busy day in the harbor and we weren't officially cleared in and released until the following morning. All the officials were very professional and there is no cost for boats to enter the country during normal business hours Monday through Friday. There is an overtime charge outside of these times. We tied up to the dock at the Yacht Club to make the process easier, but this isn't necessary, as they will arrange to come to you.

Once cleared we went up to meet the Yacht Club Manager, Peter Morris. We cannot say enough good things about the RJYC! The cost to tie up on the dock is US$1.73 per foot, but we were able to anchor out after the first day and use the facilities for about US$13 per day. This includes the bar, pool, WiFi, showers, arranging taxis, driving us to the airport to use the ATM, getting a SIM card and on and on. If you ever find yourself on a cruising boat in Jamaica this is a must stop! Shawn, the bartender, kept us supplied with two-dollar Guinness and Red Stripe beer and the rum flowed freely! Garth, being a rum drinker, found his new favorite thing, a "Q". If you order a "Q" at a bar in Jamaica you get a 200-millilitre bottle of rum. It is common for people to get these to share when drinking with friends. Just another way to be more social.

We took the opportunity in Kingston to blow our budget a little and do some inland sightseeing. We got a driver for all day on Saturday to visit the Bob Marley Museum and tour the Blue Mountains and a coffee plantation. →



We hiked through a coffee plantation in the Blue Mountains



We felt like the Bob Marley museum was a "must see" and it was an informative tour at his residence/recording studio, now turned museum.

After the museum we headed up into the mountains. The road was what we expected: narrow, 180-degree switchbacks, honking horns and small shops and houses clinging to the edge of the mountain. We visited the Creighton Coffee Estate and were lucky enough to get a tour just for the two of us. A fun fact about Blue Mountain coffee: 70 percent of the coffee grown in this region is exported to



Our racing crew for the Latvian regatta

Japan where it fetches a price of up to $30 per cup. All of the coffee is farmed and harvested by hand in steep terrain. The trademark sign that you are drinking Blue Mountain coffee is the gold ring that appears around the cup! Our tour included a sampling of the coffee and a great hike through the plantation. Fortunately at this elevation it was about 15 degrees cooler than it was in town. We stopped on the way back to the boat for some jerk and rice and peas, and life was good.

Back at the yacht club we stopped in at the bar to indulge in another two-dollar beer and started chatting with a couple of the members who were hanging out at the bar. Somehow the conversation led to our being invited to sail in a local regatta the next day with Rupert, and a formal invitation to the after party hosted by the Latvian ambassador.

Rupert is a local sailing instructor and he was racing on Sunday with two of his students and us. We had plenty of wind out on the course and Rupert was a patient captain. I think we may have come in close to last but we had a great time!

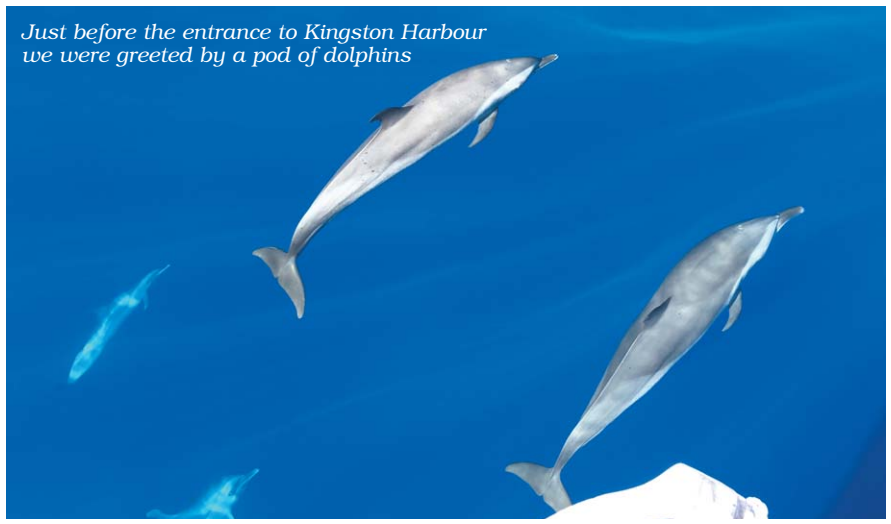
Post-race it was time for the Latvian party to begin. We never were exactly sure why Latvia hosts a regatta in Jamaica but this was its eighth year. The Governor General of Jamaica was in attendance along with ambassadors from a few other countries. We felt pretty out of place but a little rum from the open bar helped! The event was partially sponsored by Energizer. To add a little more weirdness to an already bizarre evening, the Energizer Bunny showed up to the party as well. I can't imagine how hot it must have been in that costume!

On Monday we contacted Customs to check out of Kingston and receive our coastal cruising permit. We listed the locations we thought we would visit and we were given a blanket approval to sail and stop anywhere along the south coast with our final destination listed as Negril. Paperwork completed, we easily caught a "local" taxi (for $100 Jamaican dollars, which is about 75 US cents) and ventured out to the grocery store to restock our supplies. Then we took a final swim at the beautiful yacht club pool.

Although we wouldn't necessarily recommend Kingston as a "tourist" destination, we can't say enough good things about our experience here. We were hoping to see some of our new-found friends on the south coast as they take part in the annual "Around the Island" race! We did see three of the boats later on as we were heading west, which was fun. It's great that they are working to keep sailing alive as a sport in Kingston.

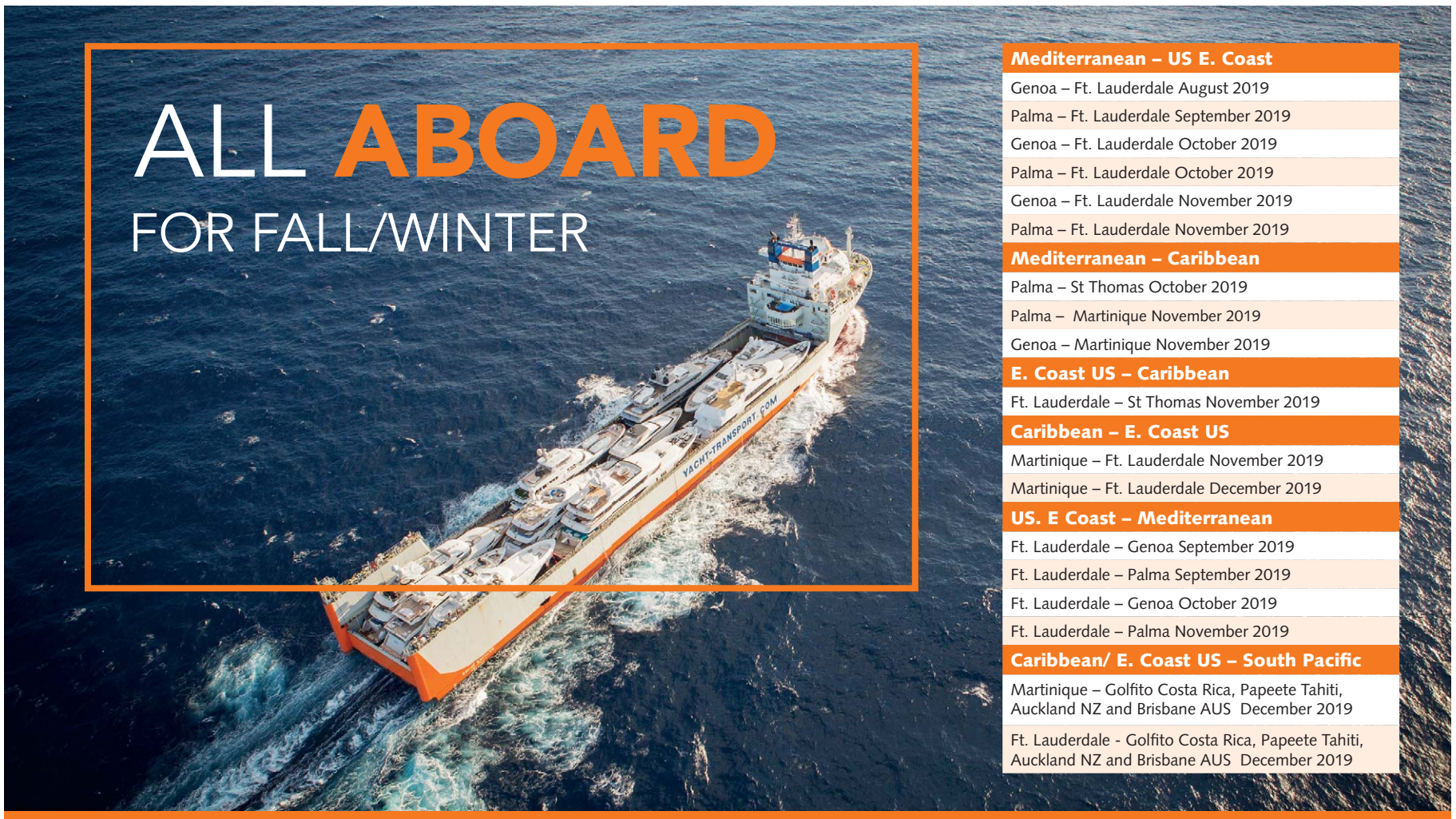
One thing to keep in mind when cruising the south coast of Jamaica is that Kingston is the only spot we stopped at which had services for yachts such as dockage, water, fuel, etcetera, readily available. Fuel and water are available in some other areas, but could require some effort and traveling to acquire. Municipal water in Jamaica is generally safe as they filter and chlorinate. We would urge caution if getting water in rural areas.

Next we are off to Pigeon Island, an uninhabited island in Portland Bight. Read about it in next month's *Compass*.



Just before the entrance to Kingston Harbour we were greeted by a pod of dolphins

Elizabeth and Garth Stacey are travelling the world on their 1975 42-foot Irwin ketch. The boat has been heavily modified over time and is now very much "Irwinish"



Mediterranean – US E. Coast
Genoa – Ft. Lauderdale August 2019
Palma – Ft. Lauderdale September 2019
Genoa – Ft. Lauderdale October 2019
Palma – Ft. Lauderdale October 2019
Genoa – Ft. Lauderdale November 2019
Palma – Ft. Lauderdale November 2019
Mediterranean – Caribbean
Palma – St Thomas October 2019
Palma – Martinique November 2019
Genoa – Martinique November 2019
E. Coast US – Caribbean
Ft. Lauderdale – St Thomas November 2019
Caribbean – E. Coast US
Martinique – Ft. Lauderdale November 2019
Martinique – Ft. Lauderdale December 2019
US. E Coast – Mediterranean
Ft. Lauderdale – Genoa September 2019
Ft. Lauderdale – Palma September 2019
Ft. Lauderdale – Genoa October 2019
Ft. Lauderdale – Palma November 2019
Caribbean/ E. Coast US – South Pacific
Martinique – Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS December 2019
Ft. Lauderdale - Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS December 2019

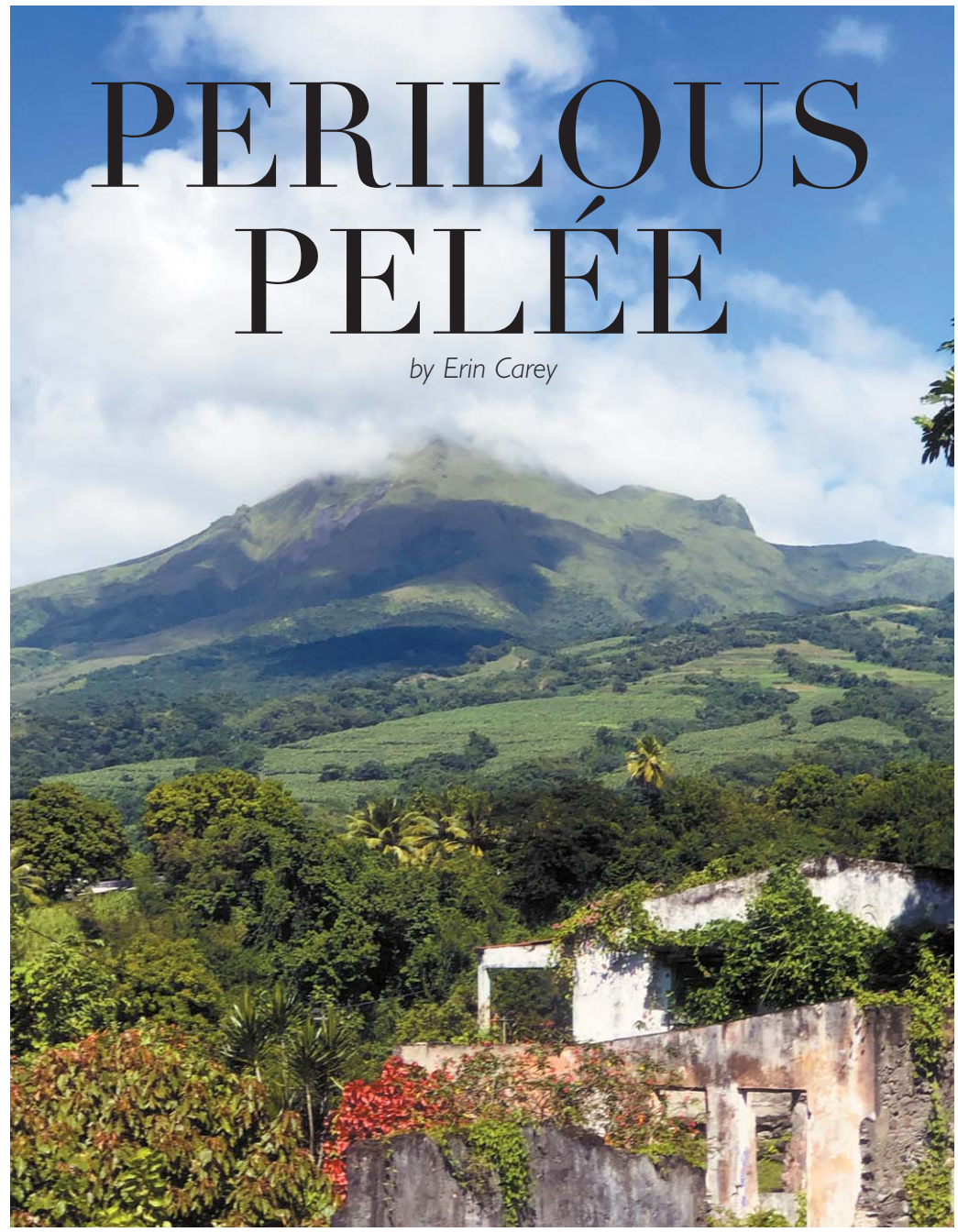
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PERILOUS PELÉE

by Erin Carey



Mount Pelée, as seen from the ruins in St. Pierre

Peering over the edge of what I suspected was a small descent, I was almost paralyzed with fear at the realization that I was literally centimetres from the edge of the caldera and one wrong move away from certain death. Hastily backing away and ensuring my young sons didn't come any closer, I lowered myself to the ground to steal another glimpse. Despite the crater being full of mist, there was just enough visibility for me to appreciate its enormity. Dropping almost vertically for what looked like hundreds of metres, the crater was covered in a low-lying foliage dotted with beautiful wildflowers. Known as the third most deadly volcano in recorded history, Martinique's Mount Pelée is a formidable peak with a perilous past, yet here I was, standing on the crater's edge, peering into its mouth.

On May 8th, 1902, the volcano awoke. Its deadly eruption destroyed the seaside town of St. Pierre, killing all but one of its inhabitants in less than a minute. Once home to 30,000 people, this sleepy village now has a population of only 5,000. A tour of the local museum provided a fascinating insight into this once vibrant and lively town and I was curious to explore the mountain that had caused so much devastation.

As I was making my way towards the start of the trail, I couldn't help but imagine what it would have been like for the residents that fateful morning. Perhaps it was these somber thoughts that made me feel less than optimistic about making it to the summit. Not only was the volcano tremendously high at 1,395 metres above sea level but it was almost 2:00PM and there were only a few hours of daylight left. While the guidebook said that an early morning hike was best, life happened and the morning was a series of comical errors that saw me arriving much later than planned.

From the outset, the trail was steep and it didn't take long for my legs to feel the burn. Given that this climb starts at 800 metres above sea level, the view was already spectacular and my initial efforts were almost instantly rewarded with a bird's-eye view. Smaller peaks, clusters of cute little villages and the patchwork of fertile farmlands almost made me feel like I was in France. The volcano towered ominously above and while I couldn't see the top for the clouds, my imagination was in overdrive picturing the craggy rock I was about to scale.

The signposts indicated that the hike was two and a half hours one way and while it was not particularly long in distance at two and a half kilometres, it rose in altitude by 618 metres, making the hike a challenge. The trail was well signposted and I chose to follow the blue route labelled Sentier de l'Aileron from the outset. I began making good time and the farther I proceeded, the more determined I became. The first part of the trail consisted mostly of wooden stairs at a reasonably steep incline. The view was incredible and the mountainous vegetated slopes were lush and green. The stairs gave way to rocky steps chiseled into the mountain, so the difficulty of the trail increased once more. Before long there was an absence of steps altogether and I found myself scrambling over boulders and looking for hand- and footholds to continue my climb. Luckily, this stage didn't last too long, with the remainder of the trail consisting of a mixture of dirt track and stairs.

As I ascended the mountain, the cloud cover increased and visibility was greatly reduced. The sight of the mist floating towards me was breathtaking. The ghostly fog enveloped me and the temperature was noticeably lower. My hair was wet to the touch and the wind had increased in strength. The clouds balanced delicately upon the low-lying scrub like a veil and I could see no more than a few metres in front of me. It was hard to believe I was on the same tropical island where I had collected sea glass and bathed in the rich blue water, only 900 metres below. It felt more like an alpine tundra than a warm Caribbean paradise. It was at this point I knew there was absolutely no way I was turning back, I had come this far, I was going to conquer this mountain!

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Nearing the summit, the wind had all but vanished and the spine-tingling silence provided a peaceful interlude. While the level ground along the top of the mountain offered a welcome break, it also meant that I was navigating large puddles in ankle-deep mud. The signpost indicated I was still 35 minutes from the crater, however the estimates seemed generous up to this point and I was expecting to do it in 20.



I reached the caldera in one and a half hours in total and quietly rejoiced in my feat. Although the trail is well signposted, the actual crater features no markers or guardrails and warnings are distinctly absent. Despite the danger, the dizzying drop-off formed at the lip of the volcano's crater only added to my wonderment. There was a small shelter at the summit, providing warmth and refuge for a young couple who looked as though they were going to camp the night. I followed an unmarked trail for another 40 or so metres, where I reached a peak barely large enough for more than a few people to perch upon. While the clouds blocked my view to the countryside and ocean below, I didn't feel that it detracted from my experience. The fog created an eerie ambience and made my trek all the more enjoyable and unique. Discovering this hauntingly picturesque Martinican mountain, masked in a peculiar and dreamlike fog, was an unforgettable experience and the highlight of my time in Martinique.

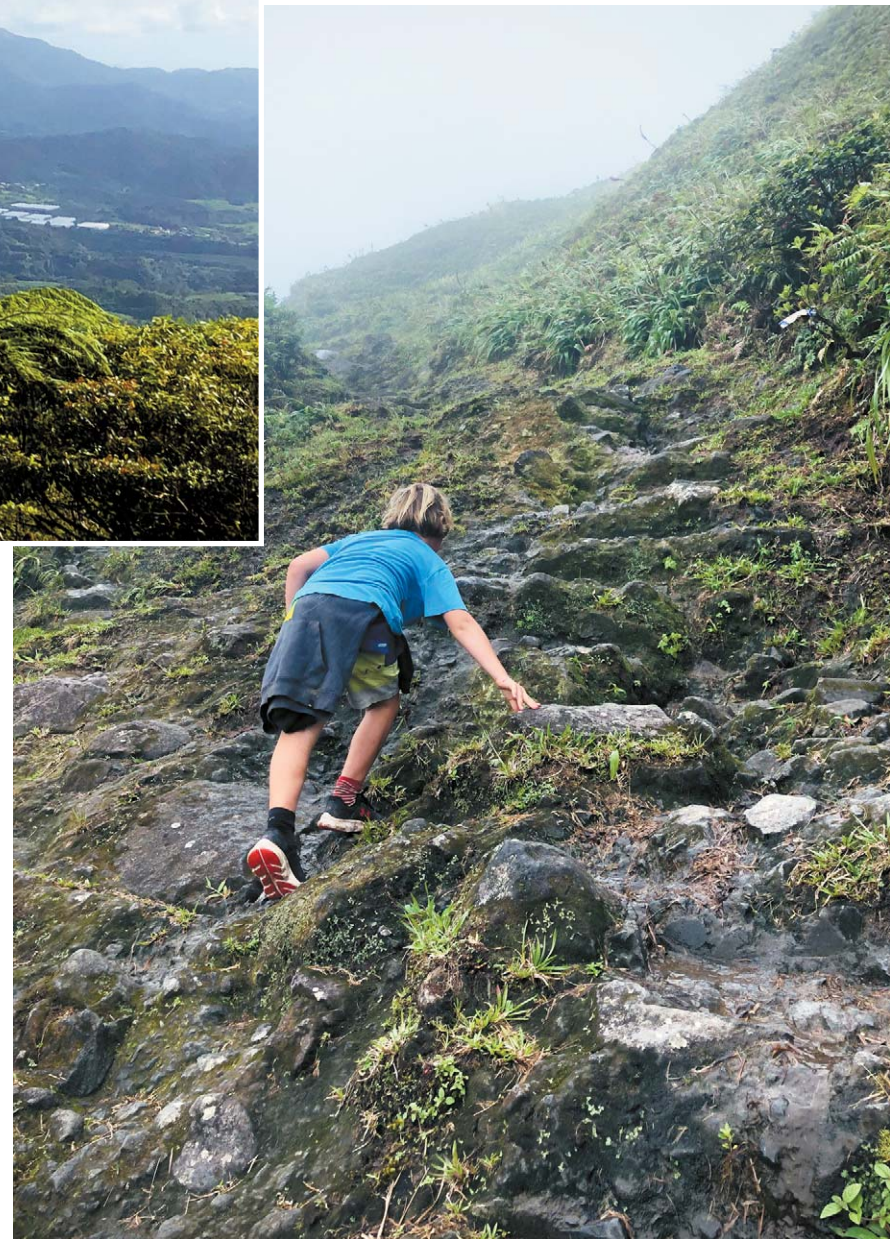
If a visit to the island of Martinique is in your future, I challenge you to experience Mount Pelée for yourself! St. Pierre is a port of entry and a good anchorage unless there are heavy northerly swells. The jumping-off point for the most popular Mount Pelée hiking trail is found by passing through the village of Morne-Rouge and turning north onto the N3 towards L'Ajoupa-Bouillon. After slightly less than two kilometres on the N3, you'll come to a roundabout, where you should turn left on the D39 towards Pelée. After another couple of kilometers, you will arrive at the parking area where the trail begins. Take plenty of water and a windcheater, but most importantly, take a sense of adventure!

Erin and her family are of a moderate fitness level and although her children are only four, eight and nine years old, they are surprisingly good hikers.

Hailing from the land down under, Erin and her family live aboard their Moody 47 in the Eastern Caribbean. Despite having never owned a boat before and having practically no sailing experience, the family quit the rat race and bought a yacht, sight unseen, on the other side of the world! Follow their journey on Facebook and Instagram @ Sailing to Roam, as they navigate not only the seas but also how to live aboard a boat with three young boys.

Left: View from the start of the trail, 800 metres above sea level

Below: The author's son Jack, scaling one of the more challenging parts of the trail





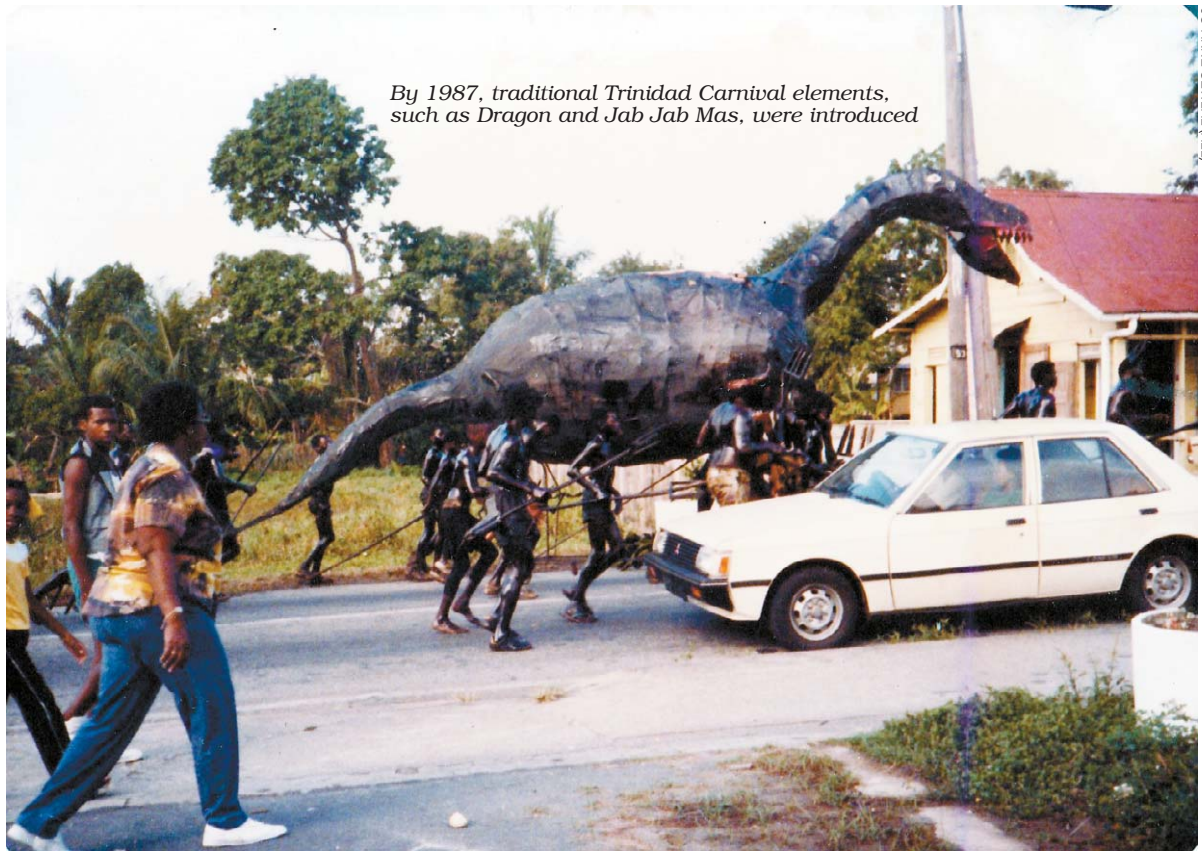
Trinidad's 'Second Carnival': Point Fortin Borough Day

by Jo-Anne Nina Sewlal

The tiny twin island nation of Trinidad & Tobago is very proud of its culture. One way we showcase our culture is through the festival of Carnival. For the past three months' issues of *Caribbean Compass* you have been getting to know about our Carnival, touted as the "Greatest Show on Earth", which will culminate this year on March 5th. So, what is there to do after Carnival for people who love to party? Have another one — and Point Fortin Borough Day often called T&T's second carnival.

You may be wondering why it is called Borough Day. The municipal arrangement of Trinidad & Tobago is a remnant of when the islands were under colonial rule for almost 200 years. Trinidad has five boroughs, each of which holds its own Borough Day celebrations, and those held by Point Fortin are the largest. Borough Day takes place on the first Saturday in May every year.

Point Fortin became a Borough on April 30th, 1980. Point Fortin Borough Day started as a simple if not humble celebration with signs explaining the history of the new Borough and a craft market in the centre of town at Victor Chin Kit Park, named after a former mayor. Over the years, like the country's national Carnival, Borough Day has also evolved. By the late 1980s into the '90s it mirrored a mini-version of carnival, with J'ouvert starting at 4:00AM. People would keep their Carnival costume for Borough Day. Some of the Kings and Queens of the Carnival mas bands would come and parade in the streets. There would also be "Red Indian" mas and Kiddies' Carnival. Over the years this has given way to the predominance of J'ouvert.



JO-ANNE SEWLAL (ALL)

By 1987, traditional Trinidad Carnival elements, such as Dragon and Jab Jab Mas, were introduced

Early Borough Day celebrations lasted a week, which grew into a month-long celebration as the years passed. During this time there are many events, such as concerts held by the bands of the various public services, for example, the Police Service, Regiment, Coast Guard and Fire Services bands, plus gospel and jazz concerts, often held at Victor Chin Kit Park. There are also sporting events such as boxing. You can sit on the pipelines and enjoy the talent show at the local panyard of the "Petrotrin Tornadoes" — Petrotin is the state-owned oil company. Trinidad's sister isle is not left out, with the traditional Tobago Wedding being re-enacted through the streets of the borough. There are multiple events often scheduled for each night so when one is over, you don't have to call it a night. Also, most of these events are free. You can check the Point Fortin Borough Council's Facebook page for the calendar of events.

Some notable large parties or "fetes" include the "Liverpool Experience", so-called because it started under co-founder John Liverpool's house in Fanny Village. As the number of patrons grew over the years it has moved to the community centre and become a major event signalling the start of the Borough Day celebrations. It lasts from 11:00PM to 7:00AM the next morning with breakfast being served at the fête. Some patrons stay for the entire event while others come at a time convenient to them.

As the "big day" approaches some notable events include the military parade, which showcases all branches of the security services: the Army, Coast Guard, Police, Cadets, Scouts, nurses, even traffic wardens (meter maids). There is also "Pan on the Parkway" sponsored by Republic Bank, which includes small sections of major steel pan bands like Renegades, Exodus and Phase II Pan Groove, which line the street playing for the crowds. These bands have a "following" of fans who will go wherever the band is performing.

Things get "hot" from the Friday night (May 3rd this year) before Borough Day and this small town transforms. Thousands of people start descending on it from other parts of the country (mainly from the north of the island) as well as from overseas, and Borough Day is also a period of reunions for family and friends. Businesses often rent out the parking space in front of their establishments to persons to sell clothes and food, and for makeshift bars under tents with huge counters and lots of drinks.

The roundabouts are taken up by various companies for their "roundabout" limes ("liming" is slang for hanging out). People also form their own groups, such as with their work colleagues, and have their own mini-limes — just a couple of vehicles parked, with food and drinks. Food for the limes includes mostly "finger food" such as chicken wings, and "wild meat" (iguana or deer) and East Indian delicacies such as pholouries (fritters) are also served.

Security in the town also increases, with more police and army personnel patrolling the streets. On the Saturday morning (May 4th this year), there are surveillance helicopters with big searchlights checking out the scene from the sky as bands get ready for J'ouvert below. J'ouvert starts in the wee hours and lasts until 9:00 or 10:00AM.

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Similar to Carnival mas earlier in the year, bands are in small, medium and large band categories that parade on various routes and past judging points.



Sometimes as many as 40 bands participate. You can order costumes for these bands online. Interspersed with the masqueraders are traditional characters including Moko Jumbies, Devils and Jab Jabs. When they have passed the last judging point, the bands go to a "cool down area" to continue the party away from the town.

The next major event is at 5:00PM with the "Pan on de Move" competitions. Bands of all sizes are welcome to participate and, at J'ouvert, there are various routes and judging points they have to pass. In between J'ouvert and the steelpan, there is a parade of "old time" or traditional carnival characters. At midnight the music shuts down.

Sunday (May 5th this year) is designated "Cool Down Day" with Dragon Boat racing at Clifton Hill Beach and a cool down fête at the beach resort there. In the afternoon there is the Lake Asphalt fête in La Brea, which is home to one of the world's natural tar pits.

And so ends another Borough Day celebration — and Point Fortin gets ready to do it all over again next year!

Wondering How to Get There?

Contact the Yacht Services Association of Trinidad & Tobago (http://ysatt.com, [868] 634-4938, info@ysatt.com) for information on docking facilities and moorings in Chaguaramas in the northwest of Trinidad. You might also find a spot to anchor at the next bay, near the headquarters of the Trinidad & Tobago Sailing Association (https://ttsailing.org). See also Chris Doyle's *Guide to Trinidad & Tobago* (www.doyle-guides.com) and the lively Trinidad Cruisers Facebook page for additional information.

It's about a three-hour drive from Chaguaramas to Point Fortin, longer by public bus. From Chaguaramas you can rent a car, organize a group to go with a tour operator such as Jesse James (www.membersonly-maxitaxi.com), or take a public bus to San Fernando and then one to Point Fortin. (The entire trip by public bus should cost US$2.00.) If you are seeking docking facilities closer south, you can contact the San Fernando Yacht Club (www.facebook.com/San-Fernando-Yacht-Club) to request permission to use their facility, but as it is a members' club you will have to do this in advance of your visit. The San Fernando Yacht Club can only accommodate vessels up to 40 feet.

In terms of accommodation, there is little in Point Fortin but it's worth checking www.airbnb.com/s/Point-Fortin--Trinidad-and-Tobago. Also there are guesthouses and hotels in San Fernando; driving distance from Point Fortin to San Fernando is 39 kilometres (24 miles).

Left: In the early 21st century, steel pan bands aboard big trucks became a staple

Below: The simple early celebrations featured local children's groups marching





Sailing in the Face of Destruction



'Yachts were piled up like scrap wood in the marinas'

Claire Shefchick had only been on the British Virgin Islands for two weeks before Hurricane Irma hit on September 6th, 2017. Deciding not to evacuate the island, she knew she would have to make the most of her new situation. She'd moved to the island to sail but hadn't done much sailing since the island had been so devastated. So, it was quite a surprise to her when she was contacted to be part of a crew entering into the annual regatta. Elinor Abraham spoke to Claire to hear more about her story and to understand the importance that sailing holds in the community.

The hurricane was, at times, terrifying. Afterward, we were cut off from the world for three days — I wasn't even able to contact my parents and tell them that I was okay. A few days later, I was offered the chance to evacuate and made the difficult decision to turn it down. I'd only been in this place two weeks and barely knew a soul; people called me crazy for not leaving. We were without power and water for six months, using flashlights and cold showers. I was essentially homeless — I moved to three or four different houses with my cat, sleeping on friends' couches, wherever I could find. But I got on better than most. I didn't lose many possessions or a house; I was just subletting at the time so I had no connection to where I was living. However, I did lose doors and windows and when the wind started to get in I had to retreat to the bathroom because it was the only shelter.

I stayed on the island because I'd already made my decision to move there, and there was no turning back. I'd wanted a change in my life, after all. I had nothing really to go back to in the United States. I hadn't even started work yet, and I knew that if I left, I'd have less chance of having a job to come back to. I knew whatever happened, it would be an adventure and I was along for the ride.

I always knew travel would be a big part of my life. I fell in love with sailing as a teenager when I was given the opportunity to join the crew of the three-masted classic schooner *Oosterschelde* on its circumnavigation. Watching the sun rise and set while climbing the rigging and seeing the entire earth spread out before you is an experience that's unforgettable. You meet the most extraordinary people from all over the world sailing and form lifelong friendships with them. And that's one of the reasons that I wanted to head to the British Virgin Islands (BVI) in the first place — it is one of the best known sailing hubs in the world. I knew it would suit me there.

I truly believe that the best way to see the BVI is from a boat. People come from all over the world to sail the waters and, for that reason, people's memories of the BVI are often from that angle. And I think that for this reason, the hurricane had an even more dramatic impact on people. You could see the destruction from afar. After the hurricane, the island's once towering green hills had been stripped bare by Irma's winds, the blue tarps were acting as roofs on houses scattered around the island, and multimillion-dollar yachts were piled up like scrap wood in the marinas. It was all a shock to see, but you did become bizarrely numb to it. It became the norm.

Not for Jim Proctor and his crew, though. They weren't used to it at all. Proctor had been coming down to the BVI for the past five years to compete in the bareboat class of the annual British Virgin Islands Spring Regatta and Sailing Festival and he got in contact with me to join his crew, six months after the hurricane had hit. I have to say I was surprised — I didn't think sailing would be on many people's minds in light of the devastation. But Proctor was determined — his Moorings 51, *Blue Tide,* had been almost completely destroyed in the hurricane but, as he assured me, was being rebuilt in order to compete.

"There's no way we wouldn't have come down; the BVI mean too much to us," said Proctor. And, as the regatta drew closer, this was something that was evident across the island.

The day of the regatta came and we were ready to compete as the only boat entered in the race that was actually on the island when the hurricane hit. We had a good start and all hopes were up. But by mid-afternoon, we threw in the towel. We were getting nowhere — ironically, there was no wind. We headed back to the shore and headed straight to a bar, spirits surprisingly okay. I realized it hadn't been about winning this year, not really.

I don't think I realized how important a role sailing held in the BVI but the regatta was rallying a sense of community spirit that wasn't there before. Sixty-seven boats entered the regatta — and although only two actually crossed the finish line, everyone seemed to be coming together for the sake of the island, doing what they could to help, injecting some normalcy back into island life. They'd come to do what they do best in the BVI, which was sail, but they weren't afraid to knuckle down for a community in need. The friendly, carefree tropical paradise Proctor and his crew had known before the storm, was slowly creeping back.

We'd hoped for an underdog victory with *Blue Tide*, a boat brought back from the dead. We didn't quite manage that feat of sailing prowess but it really didn't matter. Everyone was just there to participate — and it made a massive difference to the island feel.

It's been over a year since Hurricane Irma hit and I am astonished at what people are able to go through and still bounce back. I love life here now and I don't regret staying — even though I haven't got quite as much sailing in as I thought I would initially! The people I've met during that time will be friends for life. I went from not knowing a soul to having a group of friends nearly as close as family. And sailing was definitely a factor in that, bringing us all together.



'The regatta was rallying a sense of community spirit'

To read more about Claire's experience sailing in the BVI after Hurricane Irma, visit https://discoverinteresting.com/adversity-in-adventure/sailing-round-tortola

The BVI Spring Regatta 2019 will be held March 25th through 31st — and we hope Claire will be sailing in it!

If I Were a Carpenter: The Sculptor Who Built His Own Boat

by Chris Morvan

"Transferable skills" is a concept we hear a lot of these days and it can link some unlikely professions. The actions and processes of an orthopedic surgeon who spends his days fitting artificial hips indicate that at the weekend he or she is probably no slouch around the house, repairing the garden gate or fitting new parts in the toilet cistern.

It should be no surprise, then, to come across a man who can build a 50-foot wooden boat and also make a few bucks from his sculptures.

Such a character is Gregg Buyskes, a man well known in St. Maarten for his woodworking skills and now gaining a reputation in the island's flourishing art world.

Buyskes was born 70 years ago in Orange Free State, South Africa, studied agriculture and worked for many years as a farmer.

"I worked for a guy who had 15 farms," he says. "I never had my own ground."

Eventually he left farming, started doing woodcarving, and had success almost immediately.

"I was using driftwood, which already had the beautiful grains working for me."

This idea of working with nature rather than against it is more than just an artistic principle for Buyskes, who is quick to point out that he always worked with what he refers to as "dead wood", so he wasn't guilty of cutting down living trees.

He became known as a wildlife artist and for 15 years exhibited at the State Theater in Pretoria. In the grand, marble-clad entrance hall to the opera house of this cultural center there is room for art exhibitions, and so the work of Gregg Buyskes was put in front of the public. He built on that success with exhibitions in large hotels in Durban, Cape Town and Johannesburg.







Then came a time of big change in South Africa.

"Nelson Mandela was released from prison and nobody knew what was going to happen to Europeans in the country," he says.

Buyskes and his family moved to the coastal town of Knysna, which he particularly liked because it is a heavily wooded area with plenty of the indigenous wood that is so important to him.

His wife, Susan, worked in an art gallery while Buyskes continued to create his wooden sculptures, the gallery being a handy outlet for him, and with the money he made from his art he built a 50-foot yacht, *Providence*.

"My wife worked to put the children through school and pay the rent and I put all my money into buying wood," he explains.

Did he know how to build a boat?

"No," he says simply. "But I'd always been interested in carpentry. So I studied and I researched boats."

Buyskes copied the design of round-the-world pioneer Joshua Slocum's sloop *Spray*, but metricated the feet and inch measurements, so everything was bigger. Slocum's three feet became a metre and so on.

Finances were tight, though. He didn't have the money to buy stainless steel rigging, but he read books about North Sea trawlers, which had similarities to his own vessel, and ended up making his own masts.

"She was square rigged, with a big square yard. I made the rigging myself from what they call stay wire, which they use for anchoring electricity pylons. It's very heavily galvanized wire that lasts a long time. It just doesn't look nice."

He also made his own sails on an old Singer sewing machine, using real canvas that had to be treated with "fish oil and brick dust, all sorts of stuff. And tannin to preserve the fibers. The sails are still all right on my boat: 25 years, they've lasted. They're out of shape now, of course."

The Buyskeses plus a family friend sailed to the Caribbean with no real problems — although he says Susan didn't enjoy the experience of having nothing beneath her but miles of water.

They left South Africa in 2001 and sampled some other Caribbean islands before arriving in St. Maarten at Christmas 2003.

Providence is currently on the causeway at Simpson Bay lagoon, having been sunk by Hurricane Irma.

"She is repairable," Buyskes insists. "I'm just trying to raise the money through selling my art. I need about ten grand."

The art in question is not exclusively made of wood. Among the pieces on display at the time of writing through The Art Box gallery in Simpson Bay were a hawk and a pelican made by the ferrocement method in which a metal shape is covered with wire gauze, filled with foam and sealed with a mortar of colloidal silica. They look heavy and have a finish that looks like verdigris, but the construction means they are actually quite light. There are also other works suitable for hanging on walls.

Like most artists, Buyskes is keen to broaden his market and welcomes commissions.

"I enjoy working to order," he says. "And I can ship to virtually anywhere."

In the meantime Buyskes is living on a Sparkman and Stephens 42-foot steel boat.

"She lost her mast in Irma but the hull is intact," he says.

Despite being, by his own description, a struggling artist, Buyskes is determined to give something back to the marine world which has given him such pleasure, and to this end he helps out with Kidz at Sea, the St. Maarten organization, brainchild of Garth Steyn, that teaches youngsters relevant skills and aims to get them interested in the maritime industry to the point that they might make a career in it.

Still brimming with ideas, Buyskes has two projects he would like to get off the ground. The first is to teach youngsters wood carving so that they can make trophies for the Heineken Regatta, and the second is a dream that would be of benefit to the island as a whole, particularly the tourism industry. He wants to build a wooden ship, a replica of a slave ship or a trader, on the beach, and charge visitors to watch how it is done.

"You'd build it as slowly as possible," he suggests, "to get the largest number of visitors, and around the edges you could have people selling local products, local food and so on."

Buyskes's vision doesn't even end there. He imagines a kind of naval college in which, once the ship was built, it could be crewed by cadets learning how to sail such a vessel and gaining a sense of self-worth at the same time. (For more information on these projects contact buyskesgregg@gmail.com.)

The sea is very much the Buyskes family theme. Susan has been a fixture for many years at the 12 Metre Challenge operation in Philipsburg, which gives visitors a taste of Americas Cup action, while son Adam is a commercial salvage diver now based in Tortola. As for Gregg, he certainly has no intention of putting his feet up just yet.

Clockwise from upper left: Providence *under construction;* Providence *wrecked by Hurricane Irma; Gregg with one of his sculptures*

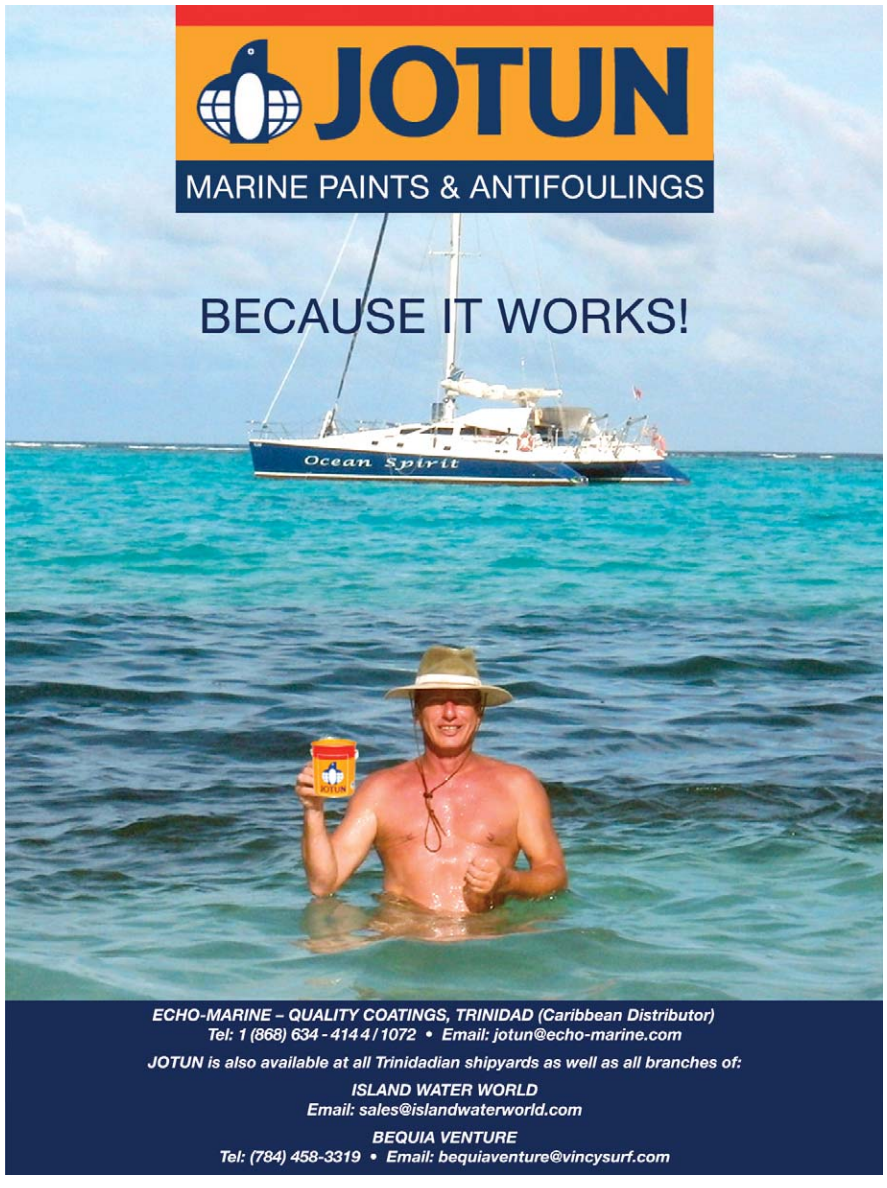
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MANAGING RISK IN THE CRUISING COMMUNITY

by Kim White

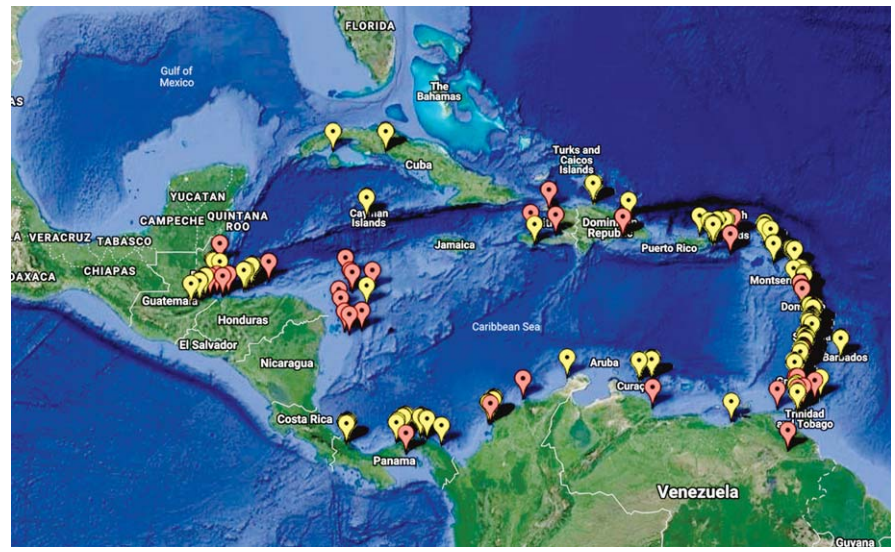
Effective risk management begins with timely and accurate information. The Caribbean Safety and Security Net (CSSN) has been an important and enduring part of the Caribbean cruising community for over 22 years, and provides current and historic information about crimes against yachts in the region. CSSN collects and disseminates this valuable information and has been long-time partners with both the international cruisers' online resource Noonsite (www.noonsite.com) and the world's largest association of cruisers, the Seven Seas Cruising Association (SSCA).

CSSN has made staying up to date about security matters easy. The CSSN website www.safetyandsecuritynet.org is a focused resource that delivers the information every cruiser needs, presented in user (and device) friendly ways.

The dedicated all-volunteer team at CSSN has worked hard to help all cruisers, from crusty old salts who have visited every island, to those new or returning to the region, to part-time sailors on charter. Start by checking out the newest feature, "Zoom-Tap, Know and Go!", an interactive risk-assessment tool that allows you to understand safety and security events in every Caribbean anchorage, using an easy-to-navigate graphical interface. Zoom in on any anchorage or area, and tap the markers to understand incidents reported there, in any time frame. It's that easy. Visit the CSSN website www.safetyandsecuritynet.org and take Zoom-Tap, Know and Go! for a test drive today.

While you are there sign up for (free) "ALERTS!" and all future incident reports will be delivered to your e-mail inbox on whatever schedule you prefer. There is even a low bandwidth option.

You can also follow CSSN on social media (Facebook, Twitter, RSS feeds). CSSN delivers the information you need, in the format you desire, when and where you want it.



The CSSN website shows where various incidents have been recorded, useful information for cruise planning

Report! Report! Report!

The information that informs our community is sourced from our community, and each of us has a responsibility and role to play in reporting. CSSN strives to help cruisers make informed decisions but we cannot do it by ourselves; there is a shared responsibility within the cruising community, and everyone can help.

CSSN has facilitated the reporting of crimes against yachts — a victim's privacy is assured and a short, simple online form available on the website and on our Facebook page collects all the relevant facts in a standardized and consistent way. It is available in six languages (English, French, Spanish, German, Dutch and Swedish). Once a report is received, the information is vetted, and then reports are published and all CSSN site data is updated and made publicly available.

The yachting community as a whole can best support CSSN's efforts by ensuring incidents are reported — first-person reports are always best, so if you are a victim, make an online report. You can even make a voice report on the daily SSCA HF radio net (8104 kHz USB at 1215 UTC/0815 AST). If you become aware of an incident reported on a local VHF net, at happy hour, or on social media, ask if it has been reported to CSSN. Encourage and support victims and remind them of the value and importance of their experience to other cruisers who follow in their wake.

A few minutes of your time can be of great benefit to many other cruisers. It's our community; let's all do our part to make it safer while we enjoy our cruising lifestyle.

CSSN is the only dedicated, comprehensive, archived, centralized information source for crime against yachts in the Caribbean, updated in near real time, and it's easily accessible to all. CSSN is focused and enduring, with Zoom-Tap, Know and Go! it's easy and efficient to understand every anchorage you visit. Make CSSN a part of your planning process.

The CSSN annual report for 2018 will be published soon, summarizing a record year of incidents for the region. Sign up for CSSN ALERTS! today and receive your e-mail copy of this report.

Manage risk. With the help and support of the cruising community, CSSN informs, captains decide. It's never been easier to "Know Before You GO"!

Visit www.safetyandsecuritynet.org for more information.

Your Dinghy Emergency Kit

by Emma Smith

With the recent loss of a member of our cruising community — an experienced sailor who went adrift in his dinghy one night and was never found — much discussion came up about having a basic dinghy safety kit.

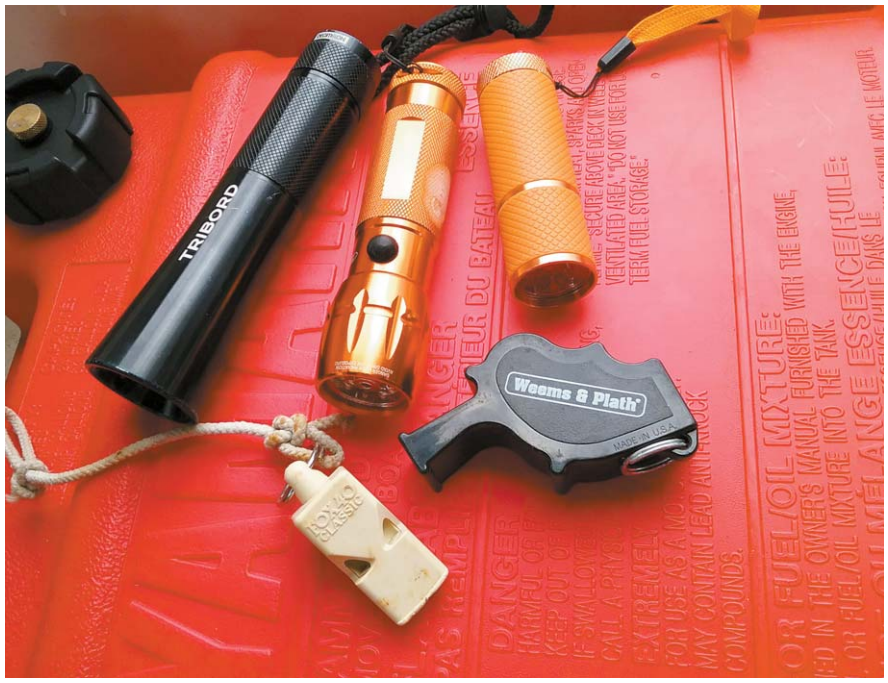
We all have different levels as to what we feel comfortable leaving in our dinghies in different places; we know that there are some places that are more prone to a casual theft from a dinghy than others. However, this doesn't preclude having some basic means always at hand to try to get help if our outboards fail us. Having oars or a sailing rig in the dinghy might help, but if the wind is strong from the wrong direction you might not make sufficient headway to reach safety, especially in an inflatable.

We found out that self-sufficiency in a dinghy was important while cruising through the Bahamas. When ours was the only boat around, we were not going to be able to just yell to the neighbors for help if our dinghy crapped out and we started drifting.

How can we increase our chances of rescue if things go wrong? Here's our basic dinghy emergency gear. What's yours?

• A DINGHY ANCHOR. It was in the Bahamas that we learned that having the dinghy anchor onboard all of the time was important. If something happened to the outboard, tossing the anchor over (on a sufficiently long line for the depth, of course, and as long as you're not already off soundings) bought us time to get the oars out, or mess around a bit with the propulsion unit. It also meant that if we called for help with the handheld VHF radio, we weren't a moving target. Rather than drifting farther away from help, having the dinghy anchor down buys you time.

• A LONG PAINTER. Have a painter long enough to give you a chance to tie off to an anchored boat or other stationary object when you are rowing and need a rest, or to stop your drifting out to sea. A long painter will also allow towing of your dinghy; it doesn't have to be ridiculously long, but enough to allow a rescuer to tow you. Paracord bracelets are a nifty way to carry a long, strong line.



Compact flashlights and loud whistles are essential items in a dinghy emergency kit

• A HANDHELD VHF. Carrying a handheld VHF radio is useful in many places, and there are some very compact models. Put one in your backpack, and you have communications. Some are available with GPS and full DSC capabilities, making them even more useful for calling for help in an emergency. You can call for help on the local cruiser calling channel and on Channel 16.

• FLASHLIGHT. Having a flashlight just makes sense. At night it makes you visible, you can see where you are going, and you can signal for help. (Remember how to do SOS? Three short flashes, three long, three short.) A waterproof dive light is extremely useful, as they are very bright and are impervious to the elements. If the size of the dive light seems too much for you, bring at least some kind of light and keep it in a plastic bag. There are some good flashlights that are small enough to fit in a pocket.

• SAFETY WHISTLE. Make yourself heard! Whistles are another method to get attention. There are some extremely loud whistles on the market, much louder than the human voice, and they are "pealess", so they will still work even if they get wet. There are small ones you can attach to your outboard's kill switch lanyard, so you will always have it handy. You can blow "SOS" on a whistle, too.

• OUTBOARD KILL SWITCH LANYARD. Speaking of the outboard kill switch lanyard — use it! If for some reason you get flung from your dinghy, and it DOES happen, your outboard will stop and you can get back into the dinghy, rather than possibly getting run over by your own rogue watercraft. It's like a seatbelt in a car: you get used to it, and after a while, you feel strange not using it.

So, at a minimum, whenever boarding your dinghy, have a whistle and a light to attract attention, a handheld VHF to call for help, and a dinghy anchor and a long painter to keep you from drifting farther out to sea and possibly to use for towing when rescue comes. Oh, and don't forget your bailer!

Would any of this have helped our friend who was lost? Who knows? But being a little prepared can't hurt.

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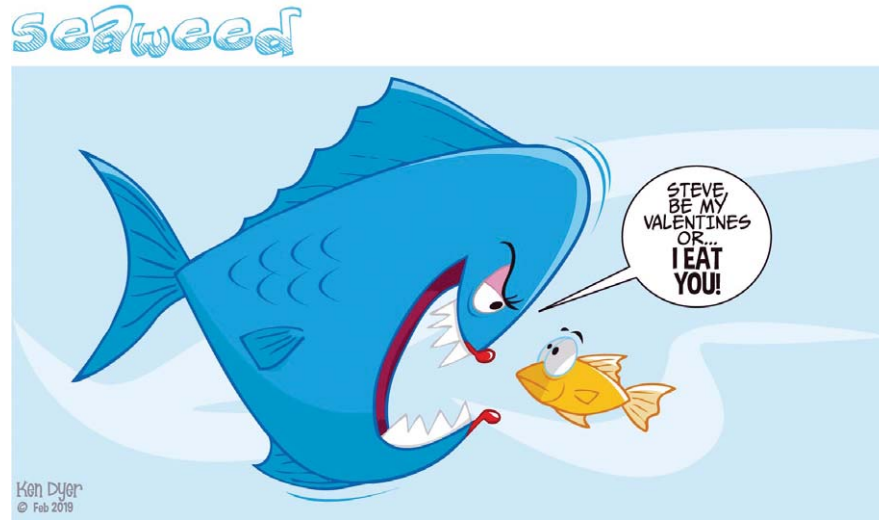
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LOOK OUT FOR...

Pain Tree or Fish-Killing Tree?

by Lynn Kaak

As you travel through the Caribbean, every month there's something special to look out for.

While most of the common names for *Barringtonia asiatica* — Pain Tree, Sea Poison Tree and Fish Killing Tree — make this particular tree seem like it may be worse than the Manchineel Tree, it is actually fairly benign to land-dwelling animals. While the seeds might be used by some cultures to kill fish, the relative toxicity to humans is quite low. Other common names in the Caribbean are Mitre Tree, Arbre a Barrette, and Bishop's Cap. These names reflect the shape of the fruit.



Oddly shaped fruits resembling a bishop's mitre distinguish this hardy shade tree

The Pain Tree is a native of Asia, as is indicated by its Latin name, and was introduced into the Caribbean by the Europeans, probably in the early 1800s. It is a popular shade tree, and requires very little or no care to thrive. It is thriving so well in the Dominican Republic that it has been given invasive species status.

This tree grows to a height of about seven to 25 metres (20 to 80 feet) in soil that many other trees would never survive in. Salt? No problem? Acidic or alkaline soil? Bring it on. Poor nutrients in the soil? It will grow, anyway. As long as it gets sunlight, warm temperatures and sufficient rain, it will do just fine. It is an excellent beach tree, as it also doesn't need deep soil to grow, yet it helps limit erosion and provides shade and a habitat for beach dwellers.

B. asiatica does have a bit of an identity problem, though, as it seems that there may be variations within the species. One source might say that the fruit are about five centimetres across (two inches), while another says ten centimetres (four inches). This is a fairly big discrepancy, botanically speaking. However, the rest of the descriptors correlate. So, the fruit might be as wide across as your hand, or as small as the length of your thumb. What many might think are manchineel apples (think of the beaches immediately south of Ste. Anne, Martinique) are actually the fruit of *B. asiatica*.

The fruit is green, and has a distinct boxiness at the stem end. The fruit then tapers into a bit more of a cone formation, much like a Bishop's mitre (ceremonial hat). The larger the fruit, the more pronounced the edges. Inside the green skin are one or two seeds, encapsulated in a fibrous husk. As the fruit matures, it dries and becomes brown.

The tree's smooth bark is pinkish-brownish grey.

The leaves on the rounded tree are "drop" shaped, and 20- to 40-centimetres (eight to 16 inches) long, by ten- to 20-centimetres wide. They are widespread, which creates the shade that makes these trees popular.

The flowers are nocturnal, meaning most cruisers might be asleep by the time they open for the night! However, for the bats and moths that are the pollinators, a sweet scent draws them to the pink-and-white flowers. The flowers are fuzzy looking, and can be 15 centimetres (six inches) wide.

As for the names... Pain Tree might be because of a traditional use for treating rheumatoid arthritis. It is also used to make a poultice for stomach ache, and for the swollen spleen of malaria. The seeds and fruit have high amounts of saponin, a poisonous substance, that helps asphyxiate fish without harming their flesh; it has been used by the Aboriginal peoples in Australia for centuries, as well as some fishing cultures a little farther north of there. Cooking neutralizes the saponins, and the young fruit is used in cooking in some places. The leaves and bark are also used in traditional medicine. Since the tree was introduced into the New World, the various uses here are not as well known.

Their fibrous husk makes the Pain Tree fruit quite buoyant, and can allow the seeds to survive for up to two years in the water, making inter-island propagation quite possible. Barringtonia, which is another acceptable common name, is most commonly found in the Eastern Caribbean, but it has probably found its way to a few Western Caribbean beaches by now.

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ANGELFISHES AND BUTTERFLY FISHES



Queen Angelfish

by Darelle Snyman

Diving and snorkeling are two of the most popular activities for visitors to the Caribbean. As a diving and snorkeling enthusiast myself, I know that these underwater explorations become more meaningful for me when I am able to identify the species I encounter and have some knowledge about their biology and behavior.



Foureye Butterflyfish, easily recognised by the prominent eyespot at the rear of the body

It is, however, a monumental task to identify and learn the characteristics of each coral, tropical fish and invertebrate species that inhabits the Caribbean's coral reefs! The trick is to recognize the family that the species you see belongs to. This is especially true for identifying tropical reef fish. Once you recognize the family, it's easier to reference the exact species — in theory anyway, not always in reality.

This series of articles will introduce you to some of the marine life you are most likely to encounter in your underwater explorations of the beautiful Caribbean Sea.

I will start the series with two of the most eye-catching reef families, the Angelfishes (Family *Pomacanthidae*) and Butterfly Fishes (Family *Chaetodontidae*). Superficially they appear to be very similar — members of both families are brightly patterned, oval shaped and "laterally compressed", meaning they appear very thin when seen from the front.

Angelfishes however are often much larger and more robust than Butterfly Fishes, have a small mouth with comb-like teeth, and always have at least one prominent spine on the posterior edge of the gill cover. Butterfly Fishes, in contrast, have high flat bodies with spiny dorsal fins and a more pointed mouth.



Juvenile Queen Angelfish

The most beautiful Caribbean Angelfish is undoubtedly the Queen Angelfish (*Holacanthus ciliaris*), with its bold yellow and blue colors. This species is more elusive than expected and I have encountered it only a few times. The first time was while snorkeling on the wreck in Tyrrel Bay, Carriacou, and it was only a single juvenile. Their most amazing ability is to change color under conditions of stress; this allows them to blend in with their surroundings to avoid predators.

Angelfish feed mainly on sponges and algae and are one of the few species that are able to digest the tough silica exteriors of sponges. The Queen Angelfish coats the sponges with a thick mucus secreted from their mouths before feeding on them to prevent irritation, thus allowing them to consume a food source largely avoided by other species.



Curious Juvenile French Angelfish

Another magnificent specimen is the French Angelfish (*Pomacanthus paru*), easily recognized by its bright yellow-edged scales. In my underwater explorations I have encountered more French angelfish juveniles than adults. The curious juveniles are black with five vertical yellow bars and the tail is edged in yellow. When approached they look as though they will swim away, but if you do not give chase they tend to circle back for a closer look at you. A fun fact about the juveniles is that they set up cleaning stations, removing parasites and loose scales off larger fishes. French Angelfish juveniles can easily be confused with the juveniles of the closely related Grey Angelfish (*Pomacanthus arcuatus*). Grey Angelfish juveniles are also black with yellow bars but the tail fin has a yellow center and the rear is black.



Banded Butterfly Fish

Most Butterfly Fishes have intricately patterned bodies and a distinctive dark band obscuring the eye. Many also have a fake eyespot near the tail, which is very conspicuous in the Foureye Butterfly Fish (*Chaetodon capistratus*) and is a means of confusing would-be predators. During the day, Butterfly Fish are often seen in pairs or small schools tirelessly combing the reef for coral polyps, invertebrates, algae or zooplankton. During the night their brilliant colors and patterns fade to blend in with the reef's dark crevices.



Adult French Angelfish with its beautiful yellow-fringed scales

Many Butterfly Fish, like the Banded Butterfly Fish (*Chaetodon striatus*), mate for life and a pair can become very territorial with the male aggressively defending its territory while the female feeds. A quarter of Butterfly Fishes feed exclusively on living coral polyps; they are referred to as corallivores. This makes the presence or absence of Butterfly Fish a good indicator of reef health. The Reef Butterfly Fish (*Chaetodon sedentarius*) are generally found in the deeper parts of the reef and are especially well adapted to find the small invertebrates they feed on in the narrow crevices of the reef. I have found them to be more elusive and very difficult to photograph as they flit in and out of crevices, but also a delight to see.

Keep a look out for these beauties on your next dive, and get to know them even better!

OUR SEABOARD BIRDS BY BELA BROWN

THE LEAST SANDPIPER



On a recent visit to one of Grenada's eastern beaches, my attention was caught by a Lilliputian figure with pearly white undersides and a patterned, honey-washed mantle, as it dashed about on delicate yellow-green legs the colour of ripe guava. The culprit, a juvenile Least Sandpiper, *Calidris minutilla*, stood out from the mixed group of black legged, grey-washed "peeps" foraging amid the gnarled roots of the dusky mangroves. The most distinctive and smallest of the "peeps" — the name given to the five smallest North American sandpipers — this aptly named sandpiper is the smallest shorebird in the world, only ten to 13 centimetres long (four to five inches) with a tiny round body, short, pointed wings and a black needle-shaped bill.

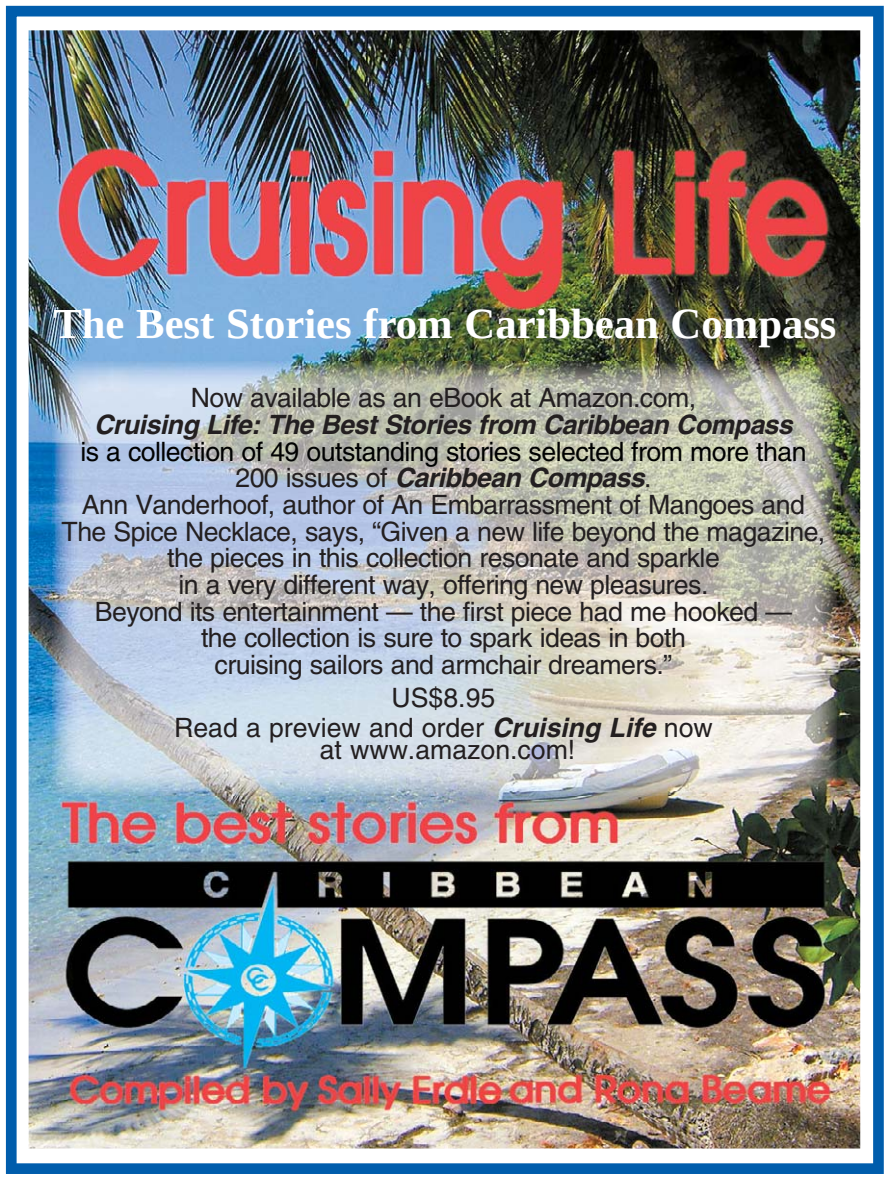
I was elated to see the little creature and quickly scanned for further members of its species, but the flock was exclusively composed of Semipalmated Sandpipers.



Nevertheless, the Least Sandpiper is relatively common in the Caribbean, where it can be seen on beaches, salt ponds and wetlands from early-August onwards. Back in August, during a sailing trip to Mayreau in the Grenadines, I sighted more than a dozen of the tiny delicate-looking adults perched on small pebbles dotted around the salt pond. Unfortunately, the sun was high and the light too harsh, so most of the photos I took were absolutely horrid.

This time my hopes soared as I pointed the lens in its direction and clicked the shutter, but I soon put the camera away and just watched the fascinating interactions taking place. Alas, every time the Least Sandpiper pecked at prey, the slightly larger, black-legged Semipalmated Sandpipers confronted it with aggressive displays and flight pursuits, so that the little one was forced to spend most of the time fleeing rather than feeding.

—Continued on next page





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

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

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

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

February 2019	
DATE	TIME
1	0934
2	1023
3	1112
4	1159
5	1245
6	1329
7	1412
8	1454
9	1537
10	1619
11	1704
12	1751
13	1842
14	1936
15	2034
16	2136
17	2238
18	2339
19	0000 FULL MOON
20	0049
21	0135
22	0229
23	0320
24	0411
25	0501
26	0550
27	0640
28	0730

March 2019	
1	0820
2	0909
3	0956
4	1042
5	1127
6	1211
7	1253
8	1336
9	1418
10	1502
11	1548
12	1637
13	1728
14	1823
15	1921
16	2021
17	2121
18	2220
19	2316
20	0000 FULL MOON
21	0011
22	0105
23	0157
24	0248
25	0340
26	0432
27	0523
28	0614
29	0704
30	0752
31	0839

—*Continued from previous page*

It appears that, contrary to us humans who often bicker over our differences, these peeps find discordance over their similarities, as similar body and bill size makes them direct competitors for prey. Usually the Least and Semipalmated Sandpipers feed on different habitats with the Semipalmated feeding on tidal flats and the Least on wetland. However, on overwintering grounds such as the Caribbean islands, available wetland is considerably limited and the two peeps are forced together resulting in intense confrontation.



Despite its small size, the Least Sandpiper is a migratory, long distance flyer, travelling in flocks of ten to 100 individuals, from the Subarctic North American tundra to wintering grounds extending from Oregon and North Carolina to the Caribbean and as far south as central Brazil and Peru. Eastern breeding populations undertake non-stop transatlantic 2500 mile flights from the Gulf of St. Lawrence to the north coast of South America and the Lesser Antilles at speeds of 50 miles per hour — an amazing feat for a bird weighing just 20 grams (0.7 of an ounce). Nevertheless, in order to carry out these remarkable flights, they rely on strategic feeding stations along the Atlantic Flyway to replenish fat stores and build up pectoral muscle, feeding on tiny invertebrates, namely *Chorophium volutator* during the fall migration and on the highly nutritious eggs of horseshoe crabs at Delaware Bay during spring migration.

The northbound migration from the Caribbean and northeastern South America begins around May, with breeding males reaching the nesting grounds about one week before breeding females. Males establish ephemeral territories on grassy bogs with fast display-flights. Males that stray onto other males' territory are promptly chased with fast flights, songs and noisy chatter, which can turn into intense fights at ground level lasting up to several hours. Unpaired males also chase both unpaired and paired females, and these chases can attract several males at once and move up to very high altitudes, where territorial limits seem to be disregarded by all. However, incubating males soon settle down and cease territorial defence, allowing new males to move in.

Although Least Sandpipers are seasonally monogamous, many couples reunite for subsequent seasons and as a result lay eggs earlier and have higher breeding success than newly formed couples. Courtship takes place with males performing aerial "dances" consisting of rapid ascent flights from the ground, hovering and drifting with the wind, alternating fluttering and gliding periods, occasionally fanning the tail and singing. After pairing, the female selects one of several nest scrapes made by the male, lines it beautifully with eelgrass strands or dead bayberry leaves as protection from the dampness and lays the first of four eggs, taking approximately four days to complete the clutch. Least Sandpipers will not abandon their nests, as ornithologists demonstrated in a 1912 study of nesting Least Sandpipers in the Magdalen Islands, by flushing an incubating bird off her nest and filling it with sticks. At first the bird was frightened and confused at the disappearance of the nest, but soon located it by using a tuft of grass nearby as a point of reference. Relieved, she promptly writhed under the pile of sticks and resumed incubation duties. Determined to make it harder for her to find the nest, researchers flushed her a second time and stamped down the tuft of grass. Initially puzzled by the disappearance of the landmark, she quickly remembered her present "sticks on nest" situation, crept under the pile of sticks and eventually cleared them away, proving herself to be not only stubbornly faithful to her nest, but also intelligent.

The incubation period lasts 19 to 21 days, with each sex taking one incubation shift each day, but as the season progresses the male incubates for increasingly longer periods. Within one day of hatching, the downy chicks are led away by both parents to brood-rearing areas. Brooding begins immediately after hatching and lasts for several days, especially during colder weather, at night and after human disturbances. Life on the brood-rearing areas is a lively affair; cinnamon coloured chicks run about snapping at insects and flapping their tiny flippers, as if anticipating a life on the wing. Aerial chases and ground fights occur regularly as parents defend their hatchlings from foreign adults. Often, a parent ends up with a much larger brood by adopting chicks from neighbouring broods. Occasionally some couples steal chicks – one couple was so desperate to have a brood of their own, after losing two clutches to predators, that they stole a four day old brood by driving away the chicks' parents.

Like most monogamous sandpiper species, the female abandons the brood soon after hatching, leaving the male to care for the chicks until they fledge at about 23 days old. A few weeks later the immature peeps follow an age-old instinct as they take to the sky and head south towards the Caribbean — their fluttering wings beating to the ancient rhythms of life and hope.

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The Sky from Mid-February to Mid-March

by Jim Ulik

While all's not quiet on the western front with the processes involved in striving to achieve supremacy of space, all is quiet in the western sky this period. It is also quiet in the north, east and southern sky. Actually, the winter sky's activity this period appears to be in relative hibernation. At least to the naked eye. In the pre-dawn sky you will see Venus and Jupiter rising in the east. The evening sky has Mars shining brightly in the west. The constellation Orion is visible until just after midnight as it makes its slow passage westward. There may be a stray shooting star or two this period but there aren't any major meteor showers. If contemplating the apparent calm of the heavens in the night sky isn't enough, take some time to take in what the daytime sky may have to offer. Maybe it's a green flash, a distorted Sun or Moon as it approaches the horizon. How about a fogbow, cloud bow or that occasional secondary rainbow?

This may be a good month to locate a few well known asterisms as shown in Figures 2 and 3. Overhead the three stars that make up the Winter Triangle are Sirius, Betelgeuse, and Procyon. A sign of the coming spring is rising in the east. The Spring Triangle stars are Arcturus, Spica, and Regulus.

Saturday, February 16th

Over the last few mornings Jupiter has gradually moved away from Venus. This morning, before dawn in the eastern sky, it is Saturn's turn to move in close to Venus. The close approach of these two planets actually takes place on February 18th. At that time they will be so close that Venus will outshine Saturn. It will take a pair of binoculars to spot the ringed planet.

Sunday, February 17th

John Paul Jones encounters Stonehenge. Two asteroids are making a close approach to Earth today. Asteroid John Paul Jones is named after the Scottish-born immigrant and commander known as the "Father of the United States Navy", not the bassist in the band Led Zeppelin.

Stonehenge is also making a close approach to Earth. No worries as neither will make impact today.

Tuesday, February 19th

The Moon will reach the closest point along its orbit to the Earth. Tonight it will appear about 14 percent larger and 30 percent brighter. Contrary to some internet posts, a Supermoon will not cause extreme flooding, earthquakes, fires, volcanic eruptions, severe weather or tsunamis.

Thursday, February 21st

The Moon's monthly orbit around the Earth will carry it to aphelion, or its furthest point from the Sun. Just after the Full Moon it is positioned on the far side of the Earth as seen from the Sun.

Tuesday, February 26th

The Moon will rise just after midnight only to set around the noon hour. As the Moon rises high overhead it reaches the last or third quarter.

Wednesday, February 27th

Over the next few mornings the Moon will be positioned near the planets that are illuminated in the dawn sky. This morning in the southeastern sky you can see Jupiter located just east or right below the Moon.

—Continued on next page

JIM ULIK



FIGURE 1

A cloud bow and Moon over Prickly Bay, Grenada

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—*Continued from previous page*

Friday, March 1st

Two days have passed and the Moon has shifted to the east. The conjunction between Saturn and the Moon will become visible before sunrise. While not as bright as either Jupiter or Venus, Saturn can be seen provided the skies are still relatively dark.

Saturday, March 2nd

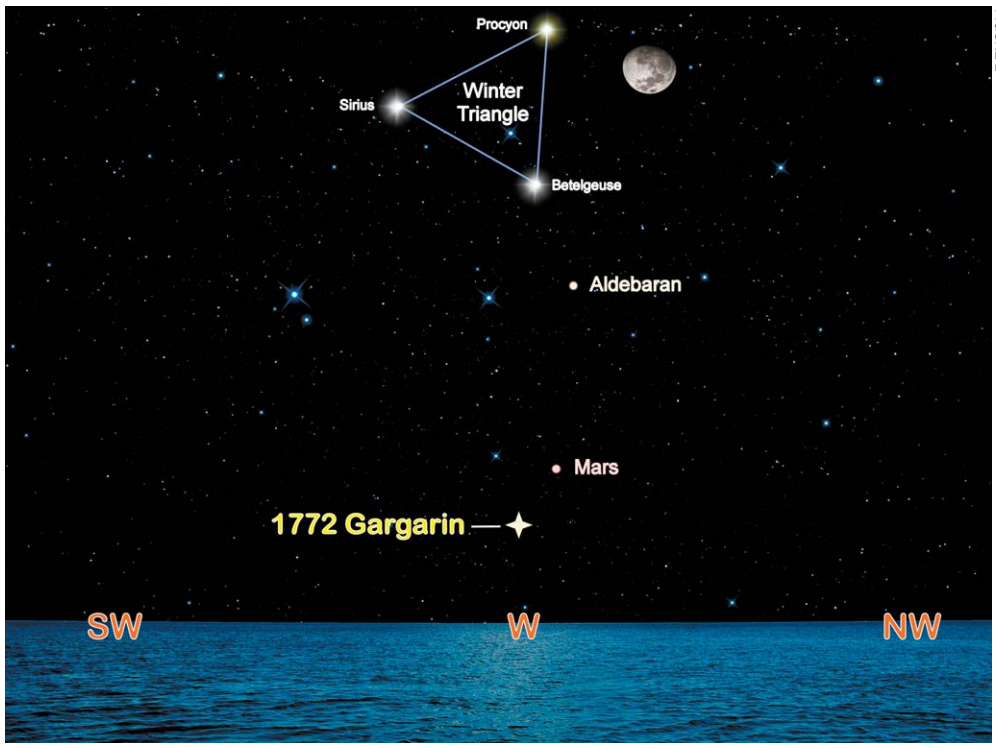


FIGURE 2

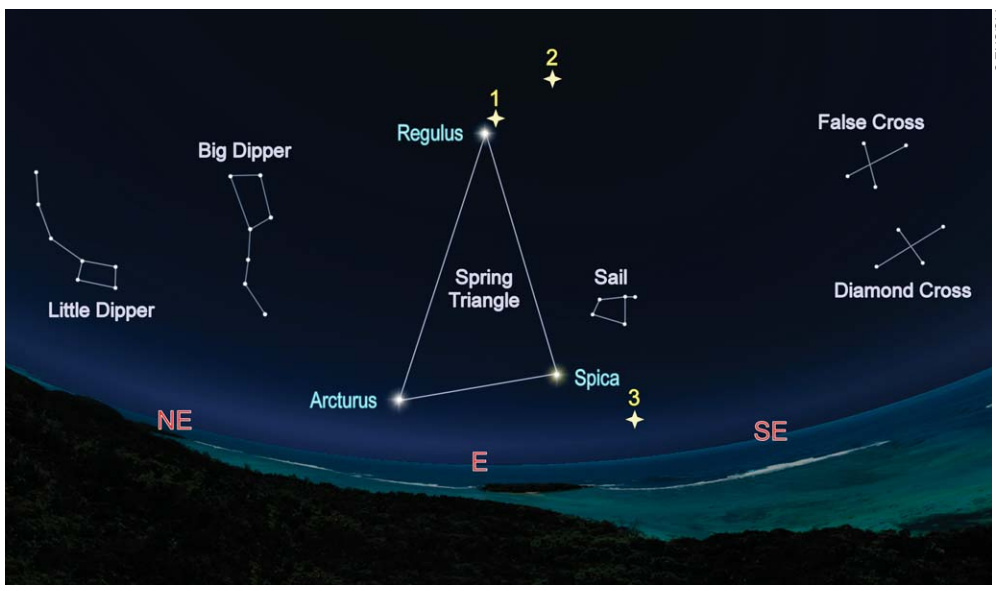


FIGURE 3

The sliver Moon is now located near Venus. Even though Venus is just over half illuminated it remains the second brightest object in the night sky.

Wednesday, March 6th

The Sun and Moon will rise about the same time this morning. During the New Moon phase the gravitational pull of the Moon and Sun are combined. At these times, the high tides are very high and the low tides are very low.

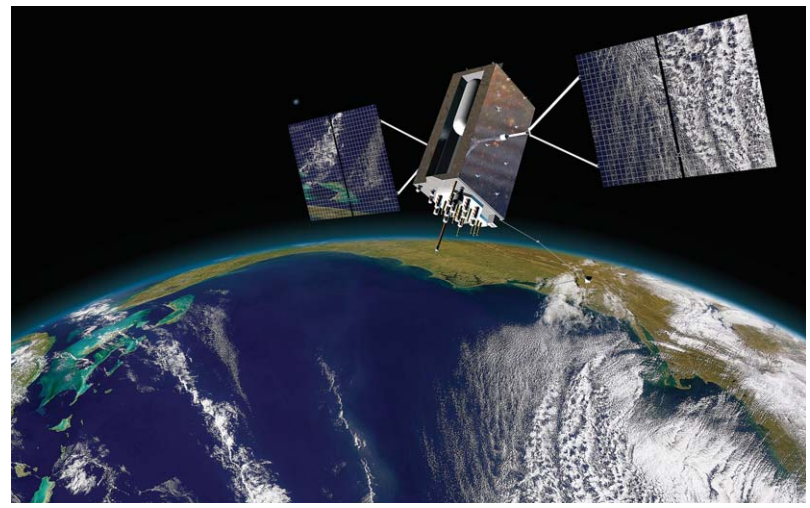


FIGURE 4

FIGURE 2 – *During the winter months the Winter Triangle is a prominent feature in the night sky. Asteroid Yuri Gagarin also passes through the western sky*
FIGURE 3 – *As spring approaches so does the Spring Triangle asterism. Close approach of asteroids 1) John Paul Jones, 2) Stonehenge and 3) Albert Einstein*
FIGURE 4 – *Thank science and scientists for the development of the GPS III system*

Saturday, March 9th

Sorry flat Earthers, back in 1961 Yuri Gagarin, the first man in space, made no mention of the Earth being flat. His mission to orbit Earth lasted 108 minutes. The spacecraft was not designed to land back on land or sea, so Yuri ejected out of the capsule before it crashed and parachuted back to Earth.

"When I orbited the Earth in a spaceship, I saw for the first time how beautiful our planet is. Mankind, let us preserve and increase this beauty, and not destroy it!" said Yuri Gagarin. Yuri died on March 27th, 1968, while on a routine training flight. Today would have been Yuri Gagarin's 85th Birthday (1934).

Monday, March 11th

Mars is beginning to get dimmer but still remains a prominent feature in the western night sky for the next few months. Tonight there is a conjunction between Mars and the sliver Moon. In three days the Moon will reach First Quarter.

In the News

The first of at least ten new-generation GPS satellites (GPS III) has been placed in orbit. The GPS III has a dual-frequency transmission system that will allow ionospheric distortions to be more accurately removed. The new system is more resistant to the jamming of GPS signals. The satellites are fitted with laser reflectors that can determine their orbital position and adjust it using ground-based lasers. Each satellite has a Search and Rescue payload that will make it easier for first responders to detect and respond to emergency signals. NASA will be able to use the GPS III radiometric information to make scientific measurements including sea-level height, tectonic plate movement, atmospheric water vapor, and space weather.

All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik of S/V Merengue *is a photographer and cruiser.*

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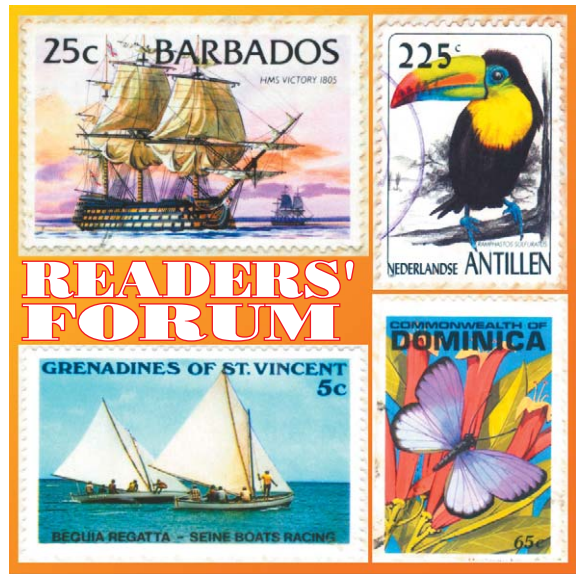
Read in Next Month's *Compass*:

How Does Grenada Do It?

Sailors' Hike: Anse Caritan

Destination Pigeon Island, Jamaica

...and much, much more!



BEHIND *ISLAND IN THE SUN*

Dear *Compass*,

I read with interest Richard Dey's compelling review of the Caribbean classic novel *Island in the Sun* in the November 2018 issue of *Caribbean Compass*.

Anyone who was living in Grenada in the 1950s and who has read Waugh's *Island in the Sun* and *Ruler in Hiroona* by GCH Thomas realizes both books tell the story of the late Eric Gairy, once Prime Minister of Grenada, launching his political career. He organized farm workers to form a political base that stuck with him through thick and thin.

Those of us who lived in Grenada in the 1960s and '70s saw Gairy manipulate the legal system so that he was legitimately elected and reelected, to the point that he became a virtual dictator. He was deposed in a coup by the short-lived People's Revolutionary Government, which in turn was routed by a military "intervention" led by Caribbean and US forces. Grenada now has a stable democracy.

Those who lived through the Gairy years, who reflect on the past, and who now look at the present situation in certain other parts of the world, might think "will democracy survive — and how?"

Name withheld by request

MORE ON YELLOW-FLAGGING

Dear *Compass*,

Great article in the December 2018 issue [What's On My Mind: 'Yellow Flagging It' is Ill-Advised, by Chevanev Charles] but I remain convinced that common sense is the way forward.

Chevanev Charles confirms in his article that the majority of Caribbean island nations "have acceded to the United Nations Convention on the law of the sea". Actually that same convention allows 24 hours on arrival and 24 hours on departure and 24 hours refuge.

In your example text, as long as no immigration or quarantine laws are broken, it allows your correspondent in your article to leave without the need to check in during that 24 hour period.

Kindest regards,
John Osborne
aboard *Mahala*

'FROGS HELP ROZBIF'

Dear *Compass*,

I offer sincere thanks to the three Frenchmen who released my anchor from at least four chains in which it was entangled. The rescue occurred on December 15th, 2018 at Le Marin, Martinique, near the Zone de Carenage where I had anchored in 1.6 metres having lost the use of my electric windlass. I am sailing singlehanded. Their assistance was fast and very professional.

Merci beaucoup mille fois.

Charles Griffiths
S/V Altair

DEFIBRILLATOR IN CARRIACOU

Dear *Compass* Readers,

Tyrell Bay, Carriacou now has a portable Automated External Defibrillator (AED) available 24/7 by calling on VHF Channel 16 or phoning (473) 457-4539 or (473) 456-3474.



Editor's note: The device can be used to help people having sudden cardiac arrest. AEDs when used within the first three to five minutes of a person suffering a sudden cardiac arrest can dramatically increase a victim's chance of survival from less than five percent to as much as 70 percent. AEDs were designed to be used by virtually anyone, even with little or no experience.

Following the death last September of a dear friend aboard a yacht here, and learning later that there is no AED in the Carriacou ambulance, I ordered an AED. It will be available to anyone near Tyrell Bay in the unlikely event of cardiac arrest. This defibrillator is especially welcome as Carriacou ambulances do not have one on board. A victim should be resuscitated before the ambulance arrives, as it takes a minimum of 15 minutes to get to the hospital.

Tyrell Bay is a place where many sailboats anchored; it has two dive shops, two boatyards and many businesses. A cardiac arrest may happen any time without warning. We hope we will never have to use the AED.

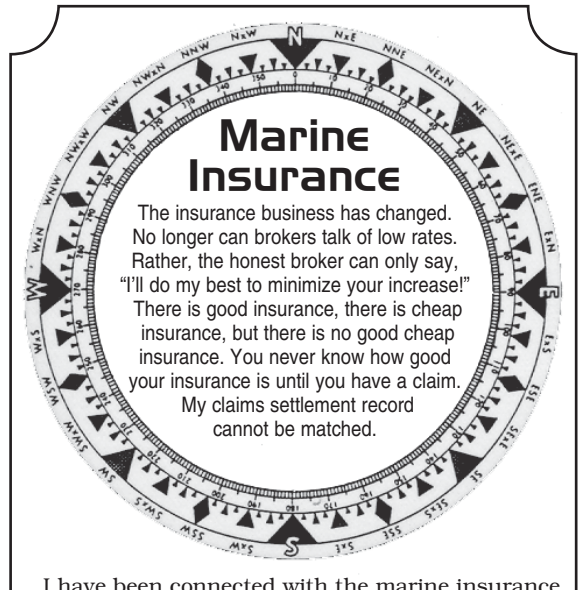
Any donation is welcome to cover the cost of maintenance of the AED. Credit card authorization is accepted.

Richard Laflamme
scubaric@gmail.com

HEY, READERS!

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Letter of the Month

TURNING WASTE INTO COOL STUFF

Dear *Compass* Readers,

The Grenadines yachting community can now happily contribute to the success of a new eco-friendly social enterprise started in Carriacou.



CWC launching day - Minister of Carriacou Hon. Kindra Maturine-Stewart, Tyrone Buckmire of Seacology and CWC members

In July 2018 a group of 20 creative women resolved to help reduce the pollution of single-use plastic bags in Carriacou and opened a laboratory to design, produce and sell alternative grocery and fashion bags and other useful items made of up-cycled discarded materials (clothes, boat sails, various fabrics).

The motto of CWC (Creative Women Carriacou) is: "Reduce, Reuse, Recycle and Re-think!"

The world oceans are polluted with too many discarded plastics. Discarded fabrics and microfibers too represent an added, though less obvious, threat to the marine environment. The Creative Women of Carriacou team took these problems very seriously and worked out their strategy towards a networking solution.

By producing durable grocery bags made of collected discarded materials, CWC actively promote the phasing out of single-use plastic bags for shopping and help to reduce the amount of fabrics, plastics and sails discarded in Carriacou's land and coastal waters.

This community-based enterprise received a head-start grant from Seacology.org, a California-based nature conservation organization, through KIDO Foundation, Carriacou, with the aim to become self-sustaining in a couple of years.



Bag made with discarded sailcloth

The generated profits will support scholarships for needy students and projects to protect Carriacou's coastal ecosystems and its endangered fauna and flora.

In exchange for the grant, CWC has pledged to protect Carriacou's nesting sea turtle population and to restore parts of the island's red mangrove forests. Some of the women have already been involved with KIDO Foundation in monitoring nesting sea turtles and in mangrove restoration in L'Ilet Bird and Turtle Sanctuary at Petit Carenage in northern Carriacou.

CWC professional trainers will also offer, free of cost, design and sewing training courses to students and young adults.

CWC has its production and selling point in Carriacou, by the Market Square bus station in Hillsborough, open from 1:00PM to 5:00PM from Monday through Friday.

Visiting CWC you may find original carrier and fashion bags, backpacks and folding bags, unique in design and style. By purchasing such attractive items you will help us to reduce waste pollution on our beautiful island.

Please remember: Don't discard your old clothes, jeans, used boat sails (especially spinnakers) and life jackets in the marinas' bins! Instead, donate these items to CWC and we will recycle them into unique, useful and durable bags.

For more information, cloth donations, and special orders or to enroll in the CWC training program please write to infocreativewomencarriacou@gmail.com

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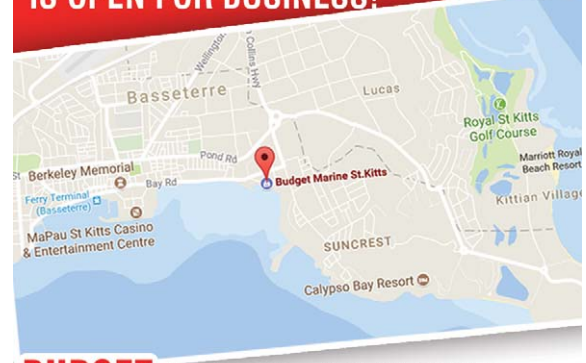
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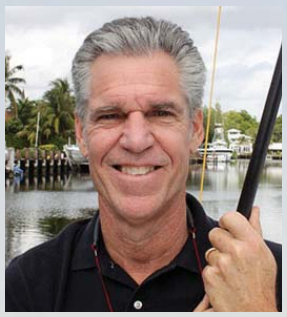
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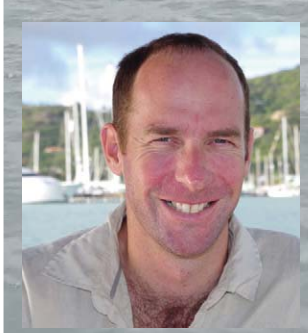
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Featured Caribbean Listings



2011 Privilege 615
$1,249,000



2015 Lagoon 52
$1,100,000



2015 FP Sanya 57
$1,099,000



2015 ALIBI 54
$899,000



2015 Lagoon 560 S2
$1,250,000



2014 Lagoon 450
$599,000



2011 Lagoon 450
$495,000



2014 Balance 451
$529,000



2006 Privilege 435
€310.000



2001 Switch 51
$449,000



2016 Neel 45
€455.000



2001 Lagoon 570
$499,999

SOME RECENTLY SOLD BOATS



2016 FP Helia 44



2015 Catana 47



2009 Catana 50



2010 Knysna 480



2000 Catana 471



2014 LAGOON 450



2010 Outremer 49



2006 Sunreef 62

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CALENDAR

FEBRUARY

2 Manhattan Yacht Club Trophy, BVI. RBVIYC, admin@royalbviyc.org
2 World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
2 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
2 – 3 Grenada Sailing Festival Workboat Regatta. www.grenadasailingfestival.com
2 – 3 Crucian Open Regatta, St. Croix. STYC, www.stcroixyc.com/Cruzan-Open
3 – 3 March (every Sunday) Dominican Republic Carnival. godominicanrepublic.com/about-dr/carnival
7 Public holiday in Grenada (Independence Day)
8 – 9 Carnaval de Punta Cana, Dominican Republic, puntacanavillage.com/lifestyle/carnaval
8 –10 Caribbean Multihull Challenge, SMYC, www.smyc.com/caribbean-multihull-challenge
8 –10 Round Martinique Regatta. www.theroundmartinique.com
10 Sail Adventure Sunfish Championship, Curaçao. tiki-mas@hotmail.com
10 Jolly Harbour Valentine's Regatta, Antigua. JHYC, www.jhycantigua.com
10 Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
12 Round Redonda Race. JHYC, www.jhycantigua.com
15 Antigua 360° Race. AYC, www.antiguayachtclub.com
16 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
16 – 17 Sweethearts of the Caribbean & Classic Yacht Regatta, BVI. www.facebook.com/groups/weycbvi
18 Start of RORC Caribbean 600 race, Antigua, http://caribbean600.rorc.org
18 Public holiday in Puerto Rico and USVI (Presidents' Day)
19 FULL MOON
20 – 10 March Oyster World Rally arrives at Port Louis Marina, Grenada
22 Public holiday in St. Lucia (Independence Day)
23 Ham radio testing, St. Croix. Reservation required: djarrka@gmail.com
23 Governor's Cup Race, BVI. RBVIYC, admin@royalbviyc.org
23 Public holiday in Guyana (Mashramani)
23 – 3 March SSCA Dominica Gam, Portsmouth, Dominica. growltiger@gmn-usa.com
24 Piet Dijk Race, Curaçao. WSV Jan Sofat, jcpvanzon@gmail.com
25 Public holiday in Suriname (Liberation Day)
27 Public holiday in Dominican Republic (Independence Day)
28 – 3 March St. Maarten Heineken Regatta, SMYC, info@heinekenregatta.com
TBA Grenada Charter Yacht Show

MARCH

1 South Pacific Bon Voyage Party, Shelter Bay Marina, Panama. contact@southpacificsailing.org
1 – 5 Semaine Nautique Internationale de Schoelcher, Martinique. CNS, www.cnschoelcher.net/regates
2 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
2 – 4 Dark N Stormy regatta, BVI. www.facebook.com/groups/weycbvi
2 – 5 Carnivals in Aruba, Bonaire & in Barranquilla, Colombia
3 – 6 Curaçao Youth Sailing Clinic. YSCO
4 Carnival Sunfish Race, Curaçao. WSV Jan Sofat, jcpvanzon@gmail.com
4 Public holiday in BVI (HL Stoutt's Birthday observed)
4 – 5 Carnivals in Carriacou, Curaçao, Dominica, St. Barth, Trinidad, & Ponce, Puerto Rico
4 – 6 Carnivals in Guadeloupe, Dominica & Martinique
6 Public holiday in many places (Ash Wednesday)
8 International Women's Day
8 – 10 St. Croix International Regatta. SCYC, www.stcroixyc.com
8 – 10 Curacao Youth Sailing Championships. YSCO, ysco.org
10 – 17 Yachtie Appreciation Week, Portsmouth, Dominica. dominicapays@gmail.com, offshorepassage@sprintmail.com
11 Public holiday in some places (Commonwealth Day) & Belize (National Heroes' Day)
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 21 World ARC arrival, Grenada. WCC, www.worldcruising.com
16 Foxy's Music Fest, Jost Van Dyke, BVI. https://foxysbvi.com
16 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
16 – 17 Antigua Optimist Open & Antigua Laser Open. AYC, www.antiguayachtclub.com
16 – 23 St. Petersburg - Habana Regatta, Florida to Cuba. St. Petersburg Yacht Club
17 Chase/Match Race, Curaçao. CYA, info2cya@gmail.com
17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
17 – 18 Sam Pepin International Optimist Regatta, Puerto Rico. CNSJ, www.nauticodesanjuan.com
18 Public holiday in Aruba (Flag Day)
20 FULL MOON & Vernal Equinox
21 Round St. John Race, USVI. STYC, www.styc.club
21 Public holiday in Guyana and Suriname (Holi observed)
21 – 24 St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
22 Public holiday in Puerto Rico (Emancipation Day)
22 – 24 St. Thomas International Regatta. STYC, www.styc.club
23 500th Anniversary of Havana Boat Parade & Regatta, Havana Cuba. CNIH, yachtclub@cnih.mh.tur.cu
25 – 31 BVI Spring Regatta, Tortola. RBVIYC, admin@royalbviyc.org
30 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
30 Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)

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



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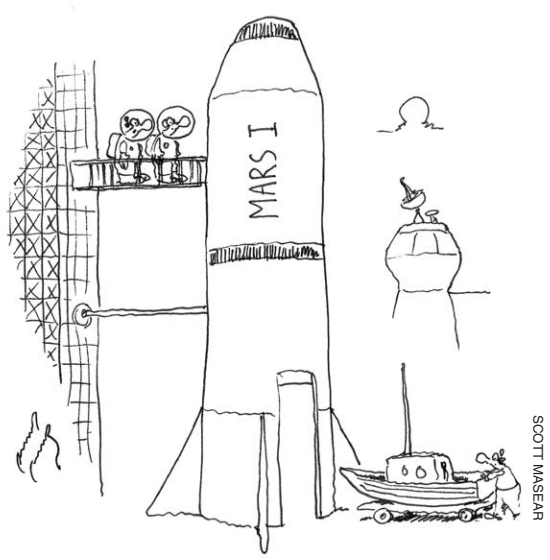
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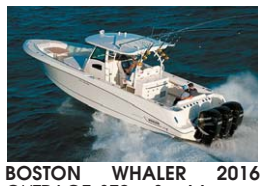


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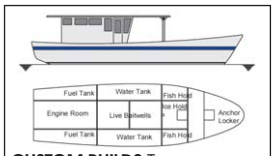
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MP = Market Place pages 42 - 43, 46
C/W = Caribbean-wide



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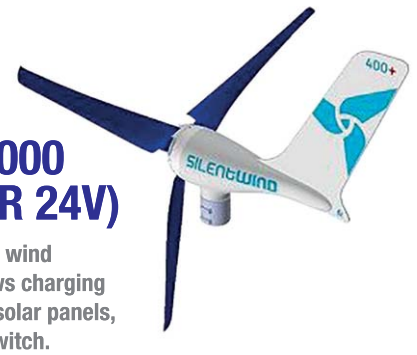


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