CARIBBEAN FREE
COMPASS
JANUARY 2015 NO. 232
The Caribbean's Monthly Look at Sea & Shore



ARC 2014

— See story on Page 18

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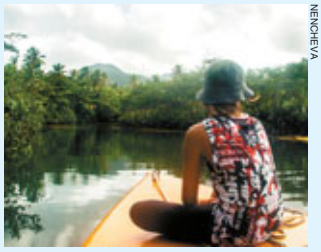
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Tel: (784) 457-3409, Fax: (784) 457-3410, compass@vincysurf.com, www.caribbeancompass.com

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com

Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**Shellese Craigg**
shellese@caribbeancompass.com

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Cover Photo: Arriving in St. Lucia to take overall honors in Cruising Division, the 1936-vintage Peter von Seestermühe *has sailed across the Atlantic with the ARC regularly since 1990. And ace yacht photographer Tim Wright has been at the ARC finish line to snap the action — day and night — for well over a decade*



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Info & Updates

Ultra-Low-Sulphur Fuel Now in Antigua

The Antigua & Barbuda Marine Association (ABMA) has announced that Falmouth Harbour Marina, Catamaran Marina and Antigua Yacht Club Marina are now providing only ultra-low-sulphur fuel to yachts. This is as a result of the joint efforts of the



CHRIS DOYLE

marinas and the ABMA in raising the issue of the fuel previously supplied having a sulphur content higher than the legal requirements in Europe and, from January 1st, 2015, in the USA.

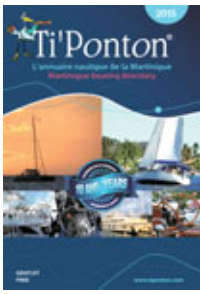
The last year saw ongoing discussions with the ABMA and West Indies Oil Company regarding meeting the specific requirements of the marinas. West Indies Oil Company has been instrumental in engineering a change in the fuel supply to meet European regulatory requirements. CEO Gregory Georges has confirmed: "Following a request from the marinas it was clear that West Indies Oil needed to deliver the new lower sulphur content fuel at the most competitive price, so that on arrival from their Atlantic crossings or before leaving for other destinations, yachts can re-fuel adequately while ensuring that the fuel is below the legal sulphur content requirements in other jurisdictions."

Georges goes on to say, "West Indies Oil Company is perfectly positioned to respond to such a request. An innovative solution was achieved by leveraging the existing fuel supply infrastructure, which, in turn, negated the need for excessive financial investment. Further, we are proud to be adding another product line to our complement of products and services."

General Manager of Falmouth Harbour Marina and ABMA Director Bobby Reis says, "We are delighted that West Indies Oil has been able to deliver a solution and in fact has been able to provide us with the lowest possible sulphur content level available on the market. This will help us to safeguard the vital yachting sector by ensuring that the availability of this fuel means that yachts do not have to leave Antigua for another island before they wish to, just to refuel."

The Antigua & Barbuda Marine Association is dedicated to the responsible protection, enhancement and improvement of the marine industry and environment in Antigua & Barbuda.

Visit www.abma.ag for more information.



10th Edition of Martinique Boating Directory Available

Happy 10th Anniversary, *Ti'Ponton*!

In ten years, *Ti'Ponton* has gone from *The Sailor's Guide to Martinique* to *The Martinique Boating Directory* — more practical and handier but just as pleasant to read. *Ti'Ponton* remains the most comprehensive information resource of the boating business in Martinique and is packed with practical information, useful addresses, the right contacts and all the things that help yachtsmen and their crew make the most of their Caribbean cruise.

Ti'Ponton is a free publication and can be picked up all around the island all year round.

For the latest marine news, log on to www.tiponton.com today. For more tourist related information, please refer to Martinique Bonjour, available across the island or on the Smartphone and tablet app Click'n Visit Martinique Bonjour.

Eight Bells

Jolyon Byerley passed away in his sleep on the morning of November 27th, 2014 at age 82. *Antigua's Yachting Insider* reports: "Jol's yachting legacy is legendary and he will be sadly missed by his wife Judy, his daughter Cary and all of his family, friends and admirers around the world."

—*Continued on next page*

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Kay Pope has written: "Jolyon Byerley arrived in Antigua in 1957 from Norfolk in the United Kingdom with his (first) wife Jenny and immediately began skippering charter yachts for the Nicholsons. An early command was the *Caribee*, a 90-foot brigantine owned by Walter Boudreau who built the first hotel in Marigot Bay, St. Lucia in the 1950s. There were many other large yachts which followed during the next years ending with *Le Voyageur*, a 138-foot Herreshoff staysail schooner." Jol then bought the 50-foot double-ended ketch *Ron of Argyll*, and subsequently *Lord Jim*, a 73-foot Alden schooner. More recently, he owned *Morningtide*, a Sparkman & Stevens 34-foot sloop that he raced every Thursday afternoon for many years. Later he bought and raced another 34-foot sloop, a Piper 34 designed by David Boyd, called *Springtide*.



In the late Sixties, a chartering highlight for Jol Byerly was a photo shoot for Playboy *magazine*

Jol was also several times Commodore of Antigua Yacht Club and he played a major role in establishing and running many yachting events such as Antigua Sailing Week. His contributions to the Eastern Caribbean yachting industry are invaluable.

Sailing Legend Sir Robin Knox-Johnston visits Grenada

On Sunday November 30th, 2014 Sir Robin Knox-Johnston met informally with about 45 of Grenada's sailors and marine industry representatives at the Yolo Bar in Port Louis Marina. In 1969 Sir Robin was the first man to sail solo non-stop in a race around the world on *Suhaili*, a 32-foot boat on which many today would not even contemplate island hopping through the Caribbean. In recognition of his achievement he was created a Commander of the Order of the British Empire. Since then he has been instrumental in putting single-handed and crewed offshore racing on the map, competing in numerous events and ending on the podium many times.

Marc DeCaul, Chairman of the Grenada Sailing Week Board, welcomed Sir Robin and thanked all for coming, after which James Pascall, vice chairman of the Marine and Yachting Association of Grenada, presented Sir Robin with a gift of Grenada rum, chocolate and a map and asked why it had taken him so long to visit Grenada.

In reply Sir Robin said he had almost made it to Grenada just before the US intervention in 1983 and quoted Robert Louis Stevenson, who apparently said that when travelling it was always good to leave something behind to come back for. Sir Robin says he is leaving his Open 60 in good hands at Grenada Marine Boatyard until May next year, when he will sail back to Plymouth.



STEVE BRETT/GRENADA SAILING WEEK

Representing the island's racing and marine trades sectors respectively, Marc DeCaul (left) and James Pascal (right) welcome Sir Robin Knox-Johnston to Grenada

While the world is impressed at his achievement at age 75 of coming in third in class in the 2014 Route du Rhum across the Atlantic from Brittany to Guadeloupe, arguably one of the sport's toughest singlehanded races, Sir Robin says he could have done even better if he had not started conservatively in order to look after his boat.

Those who were privileged to meet and talk with him can well believe his comment quoted in *The Telegraph*: "I am just not ready for the slippers, pipe and television… just not ready to stop racing yet, and why should I?" And Grenadian sailors could not agree with him more. Up spinnaker!

Photo Exhibition Showcases St. Martin Heritage

On December 6th, guests celebrated the work of talented local photographers at the grand opening of the 2014 Heritage Photo Exhibition at Grand Case, St. Martin. The Exhibition showcased photography exploring different dimensions of heritage from the 2014 Heritage Photo Contest, which was created by Les Fruits de Mer as a way to spotlight local heritage and photographers, and also to inspire public conversation around the island's unique heritage.

Lagoonies Bistro & Bar was transformed into a temporary exhibition space, with custom-built hanging panels that displayed an array of breathtaking imagery and thought-provoking artists' statements about heritage. Attendees voted for the Erika Cannegieter-Smith People's Choice Award, a US$100 prize that honors the founder of Be the Change SXM. Les Fruits de Mer President Jenn Yerkes says, "This contest and exhibition was developed as a partnership between Les Fruits de Mer and Be the Change SXM.

—Continued on next page





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—Continued from previous page
We wanted this award to be a way to salute Erika's amazing legacy to the island and its people."

In a close competition with over 80 votes cast, this year's Erika Cannegieter-Smith People's Choice Award was won by Nathalie Beaurain, with a pair of photos featuring flamboyant flowers. The honor was announced at the Exhibition's award ceremony, where prizes were also awarded to the winners of the overall and youth categories, Alexandre Guerre and Luna Valenti.



The flamboyant tree's flower gets a close-up in Nathalie Beaurain's winning entry for the People's Choice Award

NATHALIE BEAURAIN

Les Fruits de Mer (www.lesfruitsdemer.com) is a non-profit association based in St. Martin whose core mission is to raise awareness about nature, culture, and sport. The organization carries out this mission through publications, an education program, and special public outreach events that entertain, inspire, and inform.

Be The Change Foundation, registered in May 2012, is a charity fundraising group that assists St. Maarten non-profit organizations with raising the monies needed for a particular cause while also promoting the mission and objectives of that NGO to encourage volunteerism.

Cruisers' Site-ings

• Keep up with the latest Caribbean Safety and Security alerts and more at ***http://safetyandsecuritynet.com/news-and-archives***; you can sign up there to receive alerts by e-mail, too.



INGA BEITZ

• Cruising artist and cartoonist Inga Beitz has a fresh new website, ***www.ingabeitz.jimdo.com*** — check it out!

Department of Corrections

Mark Jensen writes: "I made an important mistake in my letter (Letter of the Month, *Caribbean Compass*, December 2014). My article said that Steve Coetzer of Sea Cure Marine charged his normal salvage rate to lift the French volunteer sea rescue boat. But Steve definitely did it for free. It should have read:

"Steve Coetzer of Sea Cure Marine who lifted the French volunteer sea rescue boat for free, saying, 'They rescue for free, so it's right for me to help them for free'."

It's quite important because he did a very nice thing, on the quiet: he told no one. So it shows there are some nice people here when the chips are down!

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers American Yacht Harbor of St. Thomas, USVI, on page 7; Mercury Marine of the USA, on page 55; and The BoatYard of Tonga, on page 36. Good to have you with us!



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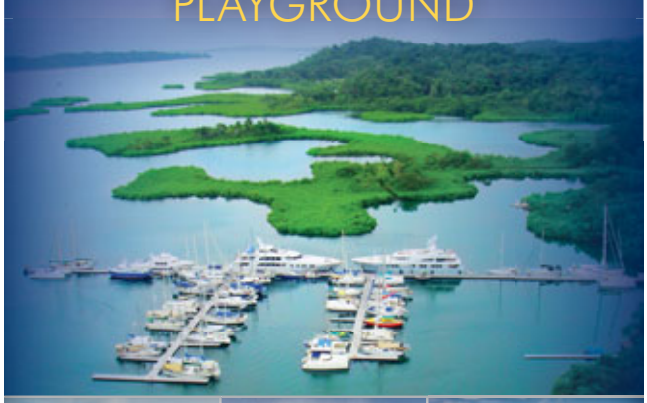
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BUSINESS BRIEFS

Budget Marine Receives Raymarine Award

Raymarine has awarded Budget Marine the title of 2014 International Dealer of the Year. Rodrigo Santos, Raymarine Sales Manager for Latin America and the



Caribbean, handed the award to Budget Marine's electronics guru Derek Hodge during the Raymarine International Dealer Conference in Ft. Lauderdale on October 28th, 2014.

Raymarine develops and manufactures the most comprehensive range of electronic equipment for the recreational boating and light commercial marine markets. Receiving an award like this from a global company with such a big network of dealers shows the commitment and trust Raymarine has in Budget Marine.

With 12 locations Caribbean wide, Budget Marine is the "go to" place for all marine electronics and specifically Raymarine. They work closely with Raymarine-approved marine technicians, ensuring that the customer will not only receive professional advice but also a top-notch installation. Derek Hodge reports, "Budget Marine recognizes the importance of these partnerships. Working closely with Raymarine-approved marine technicians in our locations ensures that we can give our customers a complete service."

When the award reached the Budget Marine headquarters in St. Maarten they therefore not only wanted to put the spotlight on their electronics team, but also on the Raymarine-approved marine technicians they work with. In St. Maarten, this service is provided by Atlantis Marine, who were also invited for a photo opportunity with the Raymarine award.

For more information on Budget Marine see ad on page 2.

Sea Hawk Paints Helps Honduras

On October 10th, 2014 Bless the Children, an international charity serving orphaned, abandoned and vulnerable children for over 23 years, responded to the needs of communities in Honduras by shipping a 40-foot sea container of urgently needed supplies. This container was shipped from a Clearwater, Florida warehouse owned by Jack Norrie and his sons, Erik and David, of New Nautical Coatings/Sea Hawk Paints. The Norries have kindly allowed Bless the Children to collect materials at, and load containers from, their facility for the past few years.

Bless the Children has collected, inventoried and shipped numerous 40-foot tractor trailer loads of aid to the poor, valued so far at US$5,471,958, of which $1,410,000 was shipped from the Norrie's warehouse. Bless the Children's Material Aid Distribution Program includes life-saving medical equipment and supplies, medicine, school equipment and supplies, toys, sports equipment, art materials, clothing and shoes. Hospitals, clinics, nutritional centers, community centers, schools, communities and orphanages in Afghanistan, Dominica, Ecuador, Guatemala, Haiti, Honduras, Jamaica, Jordan, Nevis, Nicaragua, Peru, St. Kitts, Trinidad and the United States have benefited.

Visit www.blessthechildreninc.org for more information on Bless the Children.

For more information on Sea Hawk Paints see ad on page 12.

Curaçao Marine Has a New Website

Curaçao Marine's Nicole van Beusekom reports: 2014 was a great year, and we are ready for 2015! Our website is completely restyled and very user-friendly. Best of all, the website is now fully responsive to accommodate the sailing community, a



special breed who are always on the move. So visit the website now from your smartphone, tablet, laptop or desktop. Go to www.curacaomarine.com!

Did you know that as of December 2014 there is a direct flight from New York to Curaçao with Jet Blue? The Hato International Airport is one of the airports in the Caribbean with the most international connections. This makes Curaçao an easy hub for sailors to store their yachts at our marina and fly back home. In addition, it is important to know that Curaçao Marine can offer you indefinite warehouse status when your yacht is stored at our marina and boatyard.

Curaçao Marine would like to wish all sailors a prosperous New Year and we look forward to welcoming you to Curaçao and our marina.

For more information on Curaçao Marine see ad on page 31.

—Continued on next page

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New Business, Product Development Manager at Ullman Sails

Ullman Sails announces that sailmaking authority and champion sailor Larry Leonard has been named Manager of New Business and Product Development at Ullman Sails International, the licensing company of the Ullman Sails group. Larry's depth of experience in sail technology and innovation, and sailmaking business development will be a huge asset to the quickly expanding international sailmaker.

"Larry is an excellent addition to our team", said Ullman Sails President David Ullman. "I am looking forward to collaborating with him on how to best grow Ullman Sails. His insights about sailmaking, understanding of the industry, and integrity make him an exceptional match for Ullman Sails."

Larry's previous experiences as Founder of Quantum Sails, a part of the 1986 America's Cup campaign, and as the designer of winning sets of America's Cup and Whitbread campaigns make Larry a valuable addition to the Ullman Sails group. Larry is bringing his expertise and abilities to push Ullman Sails forward.

The combination of Larry's business skills and sailing abilities, as well as his respected reputation, make Larry a great fit for helping Ullman Sails continue to not only grow the business, but also design and develop the best sails and sailing experience possible. Based in Annapolis, Larry will focus on growing the number of Ullman Sails locations, developing new products, working on special projects, and acting as a technical advisor for Ullman Sails.

For more information on Ullman Sails/St. Maarten Sails see ad on page 11.

Sir Robin Knox-Johnston Chooses Grenada Marine

The ocean-racing yacht *300* is now at Grenada Marine. Sir Robin Knox-Johnston (the first man to perform a single-handed nonstop circumnavigation of the globe) chose Grenada Marine to take care of his boat in the Caribbean, after completing the Route du Rhum transatlantic single-handed race. What an honor!



For more information on Grenada Marine see ad on page 25.

Perkins Engines Extended Service Contracts

Anyone in the Caribbean who has ever owned or worked on a diesel engine-equipped boat knows Perkins Engines. Their legendary reliability and serviceability, combined with readily available spare parts at reasonable prices, has made them the engine of preference among discriminating boatowners for years.

Parts & Power are therefore delighted to offer Extended Service Contracts (ESC) for Perkins engines owners and operators. An Extended Service Contract covers the cost of replacing defective engine parts, repair time and labour and the travel time beyond the standard warranty period. ESCs are designed to help you minimize the downtime caused by breakdowns and stoppages. Parts & Power offer you tailor-made solutions — you choose the coverage that's right for you from a range of options.

Visit www.partsandpower.com for more information.

Get Yamaha Outboard, Parts and Service on Saturdays

Starting this month, McIntyre Bros Ltd, agents in Grenada for Yamaha outboards, parts and service, will be open on Saturdays from 9:00AM to 2:00PM in addition to their regular Monday to Friday opening hours of 8:00AM to 4:00PM.



Mariners can buy new Yamaha engines and parts as well as have their engines serviced by certified Yamaha technicians and mechanics at this dealership. Established in 1895, McIntyre's is also the agent for Ford, Honda and Mazda vehicles and is located within walking distance from Spice Island Marine.

Duty free engines are delivered to your boat.

For more information on McIntyre Bros Ltd see ad on page 38.

St. Vincent's Only Hotel & Marina Complex Now Open

Blue Lagoon Hotel & Marina is now open for business. A total refurbishment has brought the old SunSail yacht charter base on the south coast of St. Vincent up to a high standard as a full-service marina and quality hotel.

In addition to dockage, the marina offers a fuel dock, metered electricity, metered water, 24-hour security and cameras, laundry service, free WiFi, showers and washrooms. Also on site are a gourmet supermarket, the Flowt beach bar and the Calm Waters restaurant, plus a café, bakery, dive shop, gym/spa room, car rental service and concierge desk.

Blue Lagoon is also home base to Horizon Yacht Charters, who now offer one-way charters from Grenada to St. Vincent.

The Port of Entry office at the marina was handed over to Customs and Immigration on December 5th, 2014 and Blue Lagoon's General Manager, Tessa Glass, expects Customs and Immigration officers to be in place soon.

To follow progress visit www.bluelagoonsvg.com or check them out on Facebook. For more information see ad on page 20.

Pacific Bound?

The spectacular cruising grounds of Vava'u in the South Pacific Kingdom of Tonga boast over 40 sheltered anchorages among 42 islands, 28 of which are uninhabited, as well as, arguably the South Pacific's safest natural hurricane hole, the Port of Refuge. With the addition of Tonga's first yacht haulout facility, The BoatYard, Vava'u has now become open to perfect sailing opportunities year round.

Tonga sits between Niue, Fiji and New Zealand on the classic transpacific route west. The BoatYard is the newest development to be added to the island group's growing array of marine-orientated industries, which include shipwrights, diesel mechanics, sail lofts, welders and fabrication works.

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The BoatYard is the supplier for Sea Hawk paints in Tonga and offers top-quality anti-fouling service adhering to international and local environmental standards. A small chandlery is also located on site, as are Beta Marine and Yamaha dealerships. A hydraulic marine trailer has been custom built by Hostar Marine and is specifically designed to meet the needs of the cruising boats that visit these waters, enabling haulage of both monohull and multihull vessels up to 30 tonnes and 58 feet.

Set at the base of Mount Talau National Park, the BoatYard also offers the opportunity to easily enjoy the natural beauty of the area both above and below the water while hauling, storing or repairing your boat. The BoatYard adheres to a strict environmental best practices policy to ensure that the beauty and quality of its surrounding environment is maintained and sponsors coral regeneration programs in the area through local environmental NGOs.



Joe Caesar and Alan Morey, the working directors and owners of The BoatYard, are long experienced in the operations of boatyards from their years of working in the Caribbean and they look forward to welcoming you to Tonga. Bookings are currently being taken for the 2015 cyclone season.

For more information see ad on page 36.

Nauti Solutions – Grenada

Lesley and Danny Gray report: Nauti Solutions is your one-stop service center in Grenada for mechanical repairs and all deck gear, plumbing and electrical needs. We also offer a yacht delivery service — short and long distances. We also offer caretaking if you have to fly home: your boat will be opened, cleaned and checked every week. You can even leave us a list of work to be done and have it completed before you return.

Sharing the same premises is Underwater Solutions for all your underwater work, hull cleaning, replacing through-hull fittings, removing rudders and working on rudder bearings, cutlass bearings, props, saving you a haulout. Soon to join us is Driftwood Fine Wood Work, offering all your woodwork repairs, teak decks, hatches, cockpit tables — anything wood or plastic.

We are located on Kirani James Blvd (Lagoon Road) between Foodland and Island Water World, opposite Port Louis Marina.

We would like to welcome the RORC boats to Grenada, as well as ARC boats coming this way, and wish everyone a very happy New Year.

For more information see ad in the Market Place section, pages 50 through 53.

Budget Marine/Gill Team Second in Triskell Cup 2014



For the first time in recent years, St. Maarten sailors participated in Guadeloupe's Triskell Cup regatta. French island sailors regularly participate in events such as St. Maarten's Heineken Regatta, and it was time to return the gesture.

Although three Melges 24 teams from St. Maarten planned to race the Triskell Cup 2014, held November 8th through 10th, Hurricane Gonzalo interrupted and the only St. Maarten team actually on the starting line was Budget Marine/Gill. Lomig Henry, manager of Budget Marine St. Martin in Sandy Ground; Christopher Marshall, manager of Budget Marine St. Maarten in Cole Bay; and Derek Little are regular Budget Marine/Gill crew. Two other regular crewmembers were not able to go and were replaced by Ryan Hope Ross from *Kick'em Jenny 2*, a Melges 32, and stand-in skipper Bernard Sillem from the Melges 24 team French Connection.

Marshall states, "We met with some tough competition. We were up against the Le Fort Clim team who won the Voiles de Saint Barth 2014, and we were also up against Carib Marine who won the Heineken Regatta many years ago when we first started racing.

"With three races on the Sunday, two bullets and a second, our team had four points and *GFA Caraibes* had five points, putting all the pressure on the final day of racing. On Monday we had two races, we came second in the first after a bad start and won the second, tying us with six points overall with one race to go. The last race was the final to win the regatta. We had a great start and got to the windward mark first, but then two boats called out that we touched the mark. Although we passed very closely, we didn't think we touched. We were not taking any chances though, so we did the required 360. We lost our prime position and had to settle for second overall. It was very tight racing!"

For more information on Budget Marine see ad on page 2.
For more information on the Triskell Cup regatta 2015 see ad on page 13.

St. Martin's Boat Paint & Stuff

Don't forget — the well-known St. Martin composites and paint shop, Boat Paint & Stuff, has moved to new warehouse. The sole St. Martin/St. Maarten distributor for PPG/Amron paints has moved to a 120-square-metre store on the French channel entering the lagoon, next to the French bridge. Now you'll be able to dock your tender directly at the store/warehouse.

Boat Paint & Stuff is also the exclusive Caribbean distributor for the Coppercoat ten-year lifespan antifouling. Boat Paint & Stuff sells polyester and epoxy resins, mat, biaxial cloths, fillers, accessories, and more. Guaranteed best prices for quality products! Quantities are customized to your needs, meaning no waste.

Opening hours are 7:30AM till noon from Monday through Saturday and 1:30PM till 4:00PM from Monday through Friday. Serge and Stéphane will be pleased to advise and help you pick the right product.

For more information see ad on page 38.

The Return of the Storm Bird

by Patrick Holian

Stormvogel (Storm Bird), a stout, 45-foot wooden sailboat, was launched from the shores of the Dutch Caribbean island of Bonaire in the early 1950s. She joined an unofficial fleet of local cargo ships that served as the lifeline between the ABC islands (Aruba, Bonaire, Curaçao). These boats, called *balandras*, were essential for export. They hauled loads of salt, goatskins, aloe vera, and charcoal. They also delivered scarce goods such as fuel, clothing and canned food to Bonaire. But perhaps most importantly, these reliable vessels united families and friends by transporting people, packages and post between the islands. *Stormvogel* and her sister ships were essential to Bonaire's wellbeing, economy and culture.

Today, *Stormvogel* is the only remaining cargo ship left from the ABC islands' grand days of sail. She was the last of the sailing cargo boats built, and through the years, survived storms and hurricanes. Now the old cutter is facing her greatest challenge yet — decay.

Project *Stormvogel* is an effort to save the last vestige of this historic era. This is an effort by the newly formed, non-profit group Fundashon Patrimonio Maritimo



Above: Wooden cargo cutters like Stormvogel *were once ubiquitous on the wharves of the ABC islands*
Below: The last balandra *to be built, and the only one still surviving,* Stormvogel *will be restored in an effort spearheaded by dedicated volunteers*



Boneiru (Bonaire Maritime Heritage Museum).

Presently *Stormvogel* is on dry dock in Curaçao. For no charge, Curaçao Marine generously hauled the boat out of the water and offered space in its boatyard. François van der Hoeven from the Curaçao Maritime Archeological Foundation and his team of dedicated volunteers are preparing the boat for transfer to Bonaire, which is slated to take place before March 2015. Upon arrival, the old ship will be restored with historic accuracy to its former sailing glory at the Navegante Boatyard in Hato. Owner Lele Davidsson has offered a spot rent-free for the first year of the restoration. A group of experienced Bonairan shipwrights, led by local boat builder Johnny Craane, will volunteer their time and spearhead the effort. Plans are to involve local youth in the restoration so that they can learn boatbuilding skills, teamwork and maritime history.

Once her restoration is complete, *Stormvogel* will become a maritime heritage center, eventually a floating one, where school kids, residents and tourists will learn about the rich nautical past of the ABC Islands. Volunteer guides will give on-deck tours. Maritime artifacts and multimedia displays will offer glimpses into the past below deck. Once back in the water, *Stormvogel* will serve as a training ship where volunteer adult sailors will teach youth about seamanship, boat operation and ship maintenance. Sailing tours will also be offered so that residents and tourists can experience sailing upon this historic Bonaire-built vessel.

But most importantly, the cutter will serve as a cultural touchstone, a chance for the community to reconnect with this colorful era of its history. *Stormvogel* is the last chance to tell this important story. Other than a handful of historic photographs and a few aging sailors, this old boat is all that remains.

The foundation is currently seeking financial and material contributions to complete the restoration. Stormvogel *is in need of materials — mast, boom, bowsprit, fasteners, rigging, sails, marine hardware and planking. Please contact Johnny Craane, head of restoration, at projectstormvogel@gmail.com if you can contribute. Cash donations can be made to Fundashon Patrimonio Maritimo Boneiru, Maduro & Curiel's Bank (Bonaire) N.V., Swift # MCBKBQBN, Account # 409.347.10.*



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REGATTA NEWS

Morvan Tops Triskell Cup's CSA 1

The 2014 edition of Guadeloupe's renowned Triskell Cup regatta, held November 8th through 10th, saw modification of the courses as well as the timing in order to avoid any possible interference with the arrivals of the transatlantic single-handed



The start of CSA 1 Class at the last Triskell Cup regatta to be held in November. The popular event moves to a new place in the annual Caribbean racing calendar beginning in March 2015

Route du Rhum race. Thirty-eight boats were aligned on the Triskell Cup starting line, boosted by the presence of French skippers Gildas Morvan and Roland Jourdain, former Route du Rhum winners.

After five races, Morvan on the Figaro class *Keopsys* won the 14-boat CSA Class 1 with three bullets. Stanley Dormoy skippered the Surprise Class *Kreyol Sandwich* to the top of CSA 2, and Nicolas Gillet and his crew on *GFA Caraibes* took the top spot in the Melges Class. The Coastal Class winner was Jean Charles Baumont aboard the First 310S *Optique Baumont*.

This edition of the Triskell Cup was the last one to be held in November. In 2015, the Triskell Cup regatta will take place from March 11th through 15th, with a new combination of island-to-island and Olympic courses. Every evening will feature a teams' dinner and party. The 2015 Triskell Cup race schedule will be:

March 11th: Pointe-à-Pitre to Marie Galante
March 12th: Marie Galante to Les Saintes
March 13th: Les Saintes to Ilet Gosier
March 14th: Olympic courses
March 15th: Olympic courses
For more information see ad on page 13.

Calmest Caribbean 1500 Since 2011

After a one-day weather delay and a long passage from Virginia, USA for some, the special 25th edition of the Caribbean 1500 rally wrapped up in Tortola, BVI with the final prizegiving on November 15th.

Prizes were not only awarded for the first three places in each class of the Cruising Division, based on corrected time, but also for fun prizes such as Best Mustache, Best Logs, Best Fishing Story, Youngest Skipper and more — recognizing everything that makes an ocean passage so special. Each boat also received a custom-engraved plaque from Weems & Plath for participating in the rally.



The crew of the 80-foot Falcon, *first boat to finish (in just over seven days) in the 25th annual Caribbean 1500*

The big winners in the Cruising Division were the Hanse 430 *Avanti*, which took Class A, and *Opportunity*, a Corbin 39 that took Class B. *Southern Cross*, a Lagoon 380 and a circumnavigator with the World ARC, won the Multihulls Division.

Avanti, a yearly entrant in the 1500 since 2012, also took home the Steve Black Trophy for overall winner in the Cruising Division, an extra-special award this year given the rally founder's recent passing in February.

—Continued on next page

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ARC BAHAMAS FLEET

Yachts in the ARC Bahamas fleet started with the main Caribbean 1500 fleet after the week-long pre-departure program in Portsmouth, Virginia then diverted south and west once across the Gulf Stream bound for Marsh Harbor in the Abacos and a new finish port for 2014 at Harbourview Marina.

"We could have water-skied on that last day of the trip," said Dennis Schell, skipper of *Sojourner*, a Wauquiez Hood 38, and veteran of last year's 1500 BVI route. "The water was like glass it was so calm."

Sojourner brought up the rear of a five-boat fleet that included for the first time the J/World Annapolis boat *Euro Trash Girl*. J/World is the new official training partner of World Cruising Club USA, and sold six berths on the trip as a passagemaking course. Their Ocean Preparedness Seminar held in Annapolis proved popular with this year's rally fleet.

PERPETUAL PRIZES FOR BVI FLEET

In the BVI fleet, the Tempest Trophy, Navigator's Award and the Hal Sutphen Seamanship Award mark the highest honors.



Participants attended a seminar on cruising the islands after the 1500's finish

The Navigator's Award, sponsored by Weems & Plath, was awarded to *Second Wind* for their prowess taking celestial sights, while the Seamanship Award went to the crew on *La Madeline* for their preparations, including live MOB drills with all the crew.

The Tempest Trophy was presented to the yacht that best displayed the Spirit of the Rally. The Tempest Trophy is given to the yacht that best combines seamanship, enthusiasm, and helping others. This year, in part thanks to the surprisingly light air, but also testament to the preparations of the rally fleet, there were no stories of yachts helping one another at sea, so the award went to *Corsair*, the Bristol 57 whose crew earned it for their preparation and enthusiasm from Day 1 in Portsmouth.

LATE ARRIVALS

Though the prizegiving traditionally marks the official end of the event, thanks to a light-air passage, that wasn't the case this year. *Aviva*, a Beneteau 43, motored through the cut at Nanny Cay Marina just as the evening was getting started on the beach, to roaring applause from the crowd.

But seven yachts remained at sea by the evening's end. Throughout the following two days, they slowly trickled in, again to loud applause from the crews still in the marina, and a late arrivals barbecue party was held on the beach in their honor. The last yacht to arrive was the Bavaria 33 *Amphitrite*, after 14 days at sea.

BVI EVENTS PROGRAM

Yachts began arriving at Nanny Cay late in the evening on November 10th, with the 80-foot carbon-fiber *Falcon* first to finish in just over seven days. Nearly 24 hours passed before the next yachts arrived, with the Deerfoot 60 *Crazy Horse* — another World ARC veteran — narrowly edging out the Amel 54 *Lone Star*.

Each night, as yachts continued to arrive, events were held on the beach in Nanny Cay marina, including several cocktail hours, a pizza party and beach barbecues hosted by Peg Legs. Horizon Yachts held a popular and informative seminar on cruising the BVI. The program of events in Tortola also included a four-hour round-the-island tour.

Participants enjoyed an informative seminar on cruising down-island to the Leewards and Windwards, and already a few have signed up to return north next year with ARC USA.

Visit www.worldcruising.com/Carib1500 for more information.

Breezy 45th Round Tortola Race

On November 22nd, ten yachts set off into 25-knot winds and rain in the 45th Peg Legs Round Tortola Race. Just under four hours later, vintage trimaran *Triple Jack* was first across the finish line off Nanny Cay, followed by *Spike*, a J/111, 47 minutes and 13 seconds later. *Spike*, a newcomer to the BVI racing scene, was skippered by RBVIYC youth sailing alumnus Sam Talbot.

Three classes — racing, cruising and multihull — took part in the race, organized by the Royal BVI Yacht Club and sponsored by Nanny Cay. The fleet sailed anti-clockwise around Tortola.

Triple Jack comfortably won the multihull division and just squeezed the Sirena 38 *Pipe Dream* out of the overall prize by six minutes on corrected time. However, *Pipe Dream* won the racing division, beating *Spike* to second place by just under four minutes on corrected time. The IC24 *Foxy Lady* was third on corrected time after almost six hours on the water. *Girasoli*, a Jeanneau 40, won the Cruising Class for the third year after five hours and 36 minutes of racing.

The stiff breeze held throughout the day and it was not without its mishaps. *Pipe Dream* had a death-defying broach in the gap between Guana Island and Tortola that saw her keel leave the water and the cockpit fill with water, shipping water down the companionway. "After that we decided to have lunch," said Chris Haycraft, *Pipe Dream's* skipper, "but I did manage to convince the crew to get the spinnaker back up for the rest of the downwind run down the north side of Tortola."

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The wind off Cane Garden Bay was light with big gusts. Once through Soper's Hole, *Pipe Dream* hid from the current and short-tacked up the south side of Tortola to the finish. "I think it was windier tacking from Soper's Hole to Nanny Cay than it was in the morning heading from Nanny Cay to Beef Island," added Chris.

"This is a tough one to win," Chris concluded. "We haven't won it many times. I think the weather scared some contenders off. It was a great race but stressful and tiring."

St. Lucia's Mango Bowl Gains Momentum

Dee Lundy-Charles reports: Twenty-seven yachts in four classes swept around race courses in Rodney Bay, St. Lucia on November 29th and 30th in the Mango Bowl regatta 2014. For the event's third year, St. Lucia Yacht Club welcomed competitors from Martinique, Barbados, Grenada, the UK and of course, the local sailing community.

The combined J24/Surprise Class Series saw seven races, and the Cruising 1 and 2 boats had fewer races but a longer course, taking them out past Pigeon Island then south around the Barrel of Beef three times on Day 1.

Competition was fierce in all classes, with an all-time high of seven J/24s and seven of Martinique's Surprise Class boats racing for one-design honors. Local skipper Fredric Sweeney of the J/24 *Attitude* shouldered up to Olympian Mike Green's



Unbridled as the young *Attitude* crew defended their 2013 victory against the experienced match-racer and recent winner of the St. Lucia J/24 Nationals. Former National Youth Sailing Program alumnus Scott Anthony was the skipper of the Yacht Club's own J/24, *Grayling*, sponsored for Mango Bowl by The BodyHoliday Le Sport. From Grenada, J/24 *IWW Die Hard* was a fierce competitor again this year, ultimately taking the United Insurance J/24 Series from *Attitude* in an excruciatingly tight finish that involved tiebreakers and split seconds. *Attitude* had to make do with second place, and Sweeney showed himself to be a true sportsman when he congratulated the winners, despite last minute changes to the results, which robbed the popular Sugar Beach- and IGY-sponsored St. Lucian crew of the big prize. Visiting Martinican skipper Nicholas Gillet led his team to third place aboard *Buffalo Soldier*, a locally based J/24.



Winners of Cruising Class 2 were the crew on the locally based Beneteau 40, Marjana

Returning for a third Mango Bowl, Vianney Saintenoy's *Digilife* took the Dive St. Lucia Surprise Class Series, while newcomer *Kreyol Sandwich Bip-Bip* was skippered to second place by Stanley Dormoy. IGY Rodney Bay Marina provided a free haul-out to the winner of the Combined J24/Surprise Class Series,.

Returning from Barbados were a number of crews who have taken the opportunity of a pre-Christmas public holiday to sail over for the Mango Bowl Regatta since its inaugural year in 2012. In the Cruising Class 1, Peter Lewis's J/105, *Whistler*, proceeded to take first place, with the Grenada-based Beneteau First 38 *Tulaichean II* in second and the British Sigma 36 *Happy Morning* in third, despite the latter holding top spot at the end of three races on the Saturday.

Cruising 2 Class for non-CSA boats was also highly competitive, with local skipper Uli Meixner taking the top spot with his crew on the Beneteau 40 *Marjana*, with David Spieler's Beneteau Oceanis 473, *Leonora*, from Barbados in second place after results were verified, while local crowd favourite Nick Odlum skippered the Ranger 29 *Red Fox* to third place. Also in Cruising Class 2, Danny Donelan brought the bright red Carriacou sloop *Savvy* back from Grenada, and local day charter company Jus' Sail entered for a third year with St. Lucia's own Carriacou sloop, *Good Expectation*. The spectators appreciated seeing these traditional West Indian trading vessels racing among the modern yachts in the same class.

—Continued on next page



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Thanks go to all the sponsors, including Gold Sponsor United Insurance; Silver Sponsors IGY Rodney Bay Marina, Blue Waters, Cats Ltd and Endless Summer Cruises; Bronze Sponsors Island Water World, Harmony Suites, Body Holiday Le Sport and Chairman's Reserve as the Mango Bowl Rum of Choice. Other sponsors and partners were Regis Electronics, Marintek, Johnson Hardware and Delirius, who operate the SLYC Clubhouse.

Mango Bowl 2015 is slated to start on November 27th.

Visit www.stluciayachtclub.com for more information.

ON THE HORIZON…

Get Set for Grenada Sailing Week!

Ruth Lund reports: Get onto the start line at the Island Water World Grenada Sailing Week, January 29th through February 3rd!

Upbeat, growing, increasingly competitive, loads of fun with a variety of entertainment at two welcoming full-service host marinas — these are some of the comments used to describe this regatta, for which 22 boats from nine countries are already registered as this issue of *Compass* goes to press.



If you have not yet registered, now is the time! Registration between January 1st and 29th is just US$130. Online registration is easy at www.grenadasailingweek.com: click the registration page.

Bajan, Trini and Grenadian sailors have a long history of inter-island rivalry and this sailing week provides the perfect opportunity to prove who's best. The challenge is on for T&T's racing posse to demonstrate they can handle strong and steady breezes, despite coming from fluky Gulf of Paria conditions. After all, the sail up to Grenada is only a day or night and surely Trinis can manage that when hardy Bajans are undaunted by much longer distances to get to regattas — even in their J/24s.



For this 2015 edition, two more classes have been added. The J/24s, with boats already registered from Grenada, Trinidad, St. Lucia and Barbados will have their own one-design class with their own courses.

GSW's Richard Szyjan has been liaising with the Class 40 Association to encourage some of the Class 40s that raced in the Route du Rhum to Guadeloupe and the RORC Transatlantic to Grenada to take part. On the Friday their course will take them around Grenada and on the Monday they will race to The Sisters off Carriacou and come back to finish in Prickly Bay. They will join the GSW fleet racing on Saturday and Tuesday. There will also be a shared trophy for Martinique's Club Nautique le Neptune and Grenada competitors who participate in both the Island Water World Grenada Sailing Week 2015 and the Carnival/Round Martinique regatta, February 12th through 15th.

The Board is looking at offering a feeder race from Bequia to Carriacou and then on to Grenada in time for registration day, Thursday January 29th — if interested contact the organizers at info@grenadasailingweek.com.

In addition to the Racing Class, in 2015 the Racer/Cruiser Class (called Cruising in the previous edition) will also have the option of flying spinnakers and being rated accordingly. For the Classic Class, longer courses with short windward legs and long off-wind legs will be raced — one per day.

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up to 80	$1.65	$1.49	$1.40
up to 100	$1.70	$1.53	$1.45

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

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—Continued from page 15
The Cruising Class (called Fun Class in the previous edition) will race shorter races than the rest of the fleet, but still have plenty to challenge them.

New for this event is an all-inclusive party on the Saturday night with five great bands performing in Virgin Bay and, if you survive it, Sunday Lay Day will give you a chance to observe the workboat antics in the Grenada Sailing Festival racing off Grand Anse Beach. For those not racing, the great range of boats out on the water will give spectators an eyeful and the legendary after-race parties at two great venues — Port Louis Marina and Prickly Bay Marina — can be enjoyed by all.

For more information see ad on page 19.

Additional Racing at 35th St. Maarten Heineken

Running the same event year after year can be challenging, especially after 35 years. It is up to the regatta organizers to listen to their competitors and spectators to be able to continually improve the event. Currently there are many changes to the St. Maarten Heineken Regatta's racing, logistics and safety rules, and the race



TIM WRIGHT / WWW.PHOTOACTION.COM

committee has come up with a variety of options depending on weather.

The Gill Commodore's Cup will now be open to all regatta participants (except Lottery class). With that in mind and to help accommodate the 200-plus entries that the event receives each year, the opening of Registration has been brought forward by a day to March 3rd and will run for two and a half days.

This year, all starts and finishes will be in one location, Simpson Bay. What does this



mean for participants? Simplified logistics! Berthing arrangements as well as hotel reservations just got a lot easier.

There are also new Official Safety Rules that will be implemented on all racing days. These rules can be found at https://app.regattaguru.com/heineken/100083/docs, the registration website.

With a continued effort to make racing better, more exciting and competitive, the race committee has confirmed that, weather permitting, they might be able to offer two races on the Sunday for some classes rather than one, allowing competitors as many racing opportunities as possible. If entered in both the Gill Commodore's Cup and the St. Maarten Heineken Regatta, the potential is there to complete at least six races over the course of four days.

So mark your calendars for March 5th through 8th, and prepare yourself for some serious fun!

Visit www.heinekenregatta.com for more information.

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by Sally Erdle

"The ARC is more than the ARC, it's the connections that people make."
— Claire Pengelly, World Cruising Club photographer

Although many think of ocean sailing as a solitary activity, the fact that the very first Atlantic Rally for Cruisers, now better known as the ARC, held in 1986, attracted 204 yachts from 24 nations proved that there was pent-up demand for such a group activity. And the fact that the event has annually attracted well over 200 boats and 1,200 people from all over the world ever since shows that the demand for "sailing in company" is ongoing.



TIM WRIGHT / WWW.PHOTOACTION.COM

The happy Hayes family on arrival in St. Lucia. Isabelle, Demi, Rebecca and David all agree that voyaging as a team has strengthened their family's bonds

A testament to the ARC's attraction is German skipper Manfred Kerstan, who just completed his 20th consecutive ARC, aboard his Swan 62, *Albatros*, at age 78. At the IGY Rodney Bay Marina manager's cocktail party on December 16th, surrounded by friends and with a rum punch in hand, Manfred declared, "Many men my age are in a retirement home. I've just sailed an ocean and now I'm at a party in the Caribbean!"

The ARC, a route of some 2,700 miles from the Canary Islands to the Lesser Antilles, has become a 'must do' for many sailors. Originally finishing in Barbados, for the past 25 years the event has finished at Rodney Bay Marina, St. Lucia. The ARC+, an alternate route with a stop in the Cape Verde islands, was launched in 2013. Although the ARC is still primarily a Corinthian event, in 1989 a Racing Division was introduced, and a new ARC speed record was set in December by the Farr 100-foot super-maxi *Leopard by Finland*: 8 days, 14 hours, 39 minutes and 51 seconds.

ARC 2014 was sponsored by the Tourist Board of Gran Canaria, the Port Authority of Las Palmas and the St. Lucia Tourist Board, and run in association with *Yachting World* magazine. The world's largest yacht rally, the ARC is valued by its participants not only for the technical checks and informative seminars provided before the start, and the celebrations at the finish, but for the camaraderie engendered among the participants during the overall event; the friendships made with the "Yellowshirts" staff of the organizing body, World Cruising Club (WCC); and the abundant opportunities to get to know local people, including the helpful Canary Islands and St. Lucia Tourist Board folks, at the beginning and end of the passage.

—Continued on next page

SALLY ERDLE



Above: The Laros *crew got eco-friendly by saving all plastic waste generated on their Atlantic crossing to be re-cycled in St. Lucia*

Below: Experienced cruisers Ian and Joy on Reberth *say, 'Make the most of the Caribbean — get involved!'*

SALLY ERDLE





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Debs and Johnny Sernberg, with crew Tanya and Danny aboard the Hylas 44 *Laros*, arrived after 18 days at sea on December 13th — St. Lucia Day, no less — to a perfect sunrise over the island. Contrary to the view that rallies are for sissies, all of the crew except for Debs have served in the British Army, stationed in various international posts including Afghanistan. Tanya says of ARC 2014, "It was a fabulous fleet with great camaraderie. Although we didn't see any other boats from five days out until now, there was confidence in knowing we were part of that fleet. We liked the fact that we could talk to others by radio."

For the Atlantic crossing, Tanya and Danny, who have chartered in the Grenadines previously, joined Debs and Johnny, who are en route to Debs' homeland, Australia. *Laros* will cruise the islands before heading through the Panama Canal in April.

Joy and Ian Winterborn, who sailed in ARC+, have been cruising ever since they joined the Caribbean 1500 rally in 2004. They customarily cruise the Lesser Antilles for three or four months a year ("in Canadian winter"), leaving their immaculate Gozzard 41, *Reberth* (an Annapolis show boat new in 2002 and then as an example of a well-maintained ten-year-old in 2012), in Grenada during the summer. Joy says, "We did the 1500 because at that time we had no offshore experience — not counting Atlantic crossings on the *Queen Mary* and the *QE2* — and we hadn't been sailing long, and it was a good 'umbrella'. It gave us that comfort factor — plus two former Clipper round-the-world-race crew!"



SALLY ERDLE (2)

Making it easy for ARC participants to meet local people, IGY Rodney Bay Marina ensures that all vendor booths are run by St. Lucians and all entertainment is provided by St. Lucians

After doing another Caribbean 1500 in 2012, the couple received a WCC newsletter about two of the organizer's other events — ARC Europe and the inaugural ARC+ — and, Ian says, "I got a crazy idea." ARC Europe, which sails from the British Virgin Islands to Portugal, was "excellent", Joy says. "Although there wasn't much time for the slower boats to enjoy the Azores, overall it was an outstanding experience and I would recommend it to anybody. That was when *Cheeky Rafiki* went missing, we could have been called to assist, and when you hear of a boat in trouble it really brings home the risks." Joy, who has served as a net controller, adds that the WCC events' SSB nets are a real asset.

Why the ARC+? "It gave us the opportunity, along with a previous ARC USA (BVI to the US East Coast), to complete a 9,000-nautical-mile Atlantic circuit, St. Lucia to St. Lucia. And the final party at the Capella Marina in Marigot Bay was incredible!"

Now looking forward to another season in the islands, Joy, who has done volunteer work with students in Dominica, says, "Cruising in the Caribbean is wonderful. People shouldn't be put off by security rumors. Don't be afraid, but be streetwise — and the main thing: treat people with respect. Make the most of the Caribbean; there is such diversity here. Get involved!"

While the Winterborns urge ARC sailors to get involved on the local scene, three members of the St. Lucian Leo family — Anthony, Verniel and their son Johnick — have a long and happy involvement with the sailors. Independent contractors, the Leos work as a team, cleaning and polishing yachts, and Anthony says that the ARC arrival is "the best time of the year". Anthony has worked in yacht tourism since he was 15 years old. "I've always liked boats. I was raised in Marigot, and whenever I was out of school I was down on the bayside. I got a canoe and went out to the boats to sell fruits and look for work shining the boats." He has now been in the boat-care business for 20 years. His wife, Verniel, who specializes in interior cleaning and laundry service, says that the best thing about working with visiting yachts is "meeting people. You know them, you know the world. And they know us, too, sometimes year after year."



Working on a number of ARC boats at Rodney Bay Marina, Johnick adds, "It's exciting. You get to meet people from all over the world, even learn a bit of their language. I was born into this business, the income is good, and I plan to carry on."

IGY Rodney Bay Marina manager Simon Bryan says, "We continue to encourage interaction between the ARC participants and St. Lucians — the marina staff is great and even our vendor stands, the little chattel houses, are all run by local people selling local products, food, arts and crafts. The entertainment is all local as well."

Rodney Bay Marina is committed to its relationship with the ARC. Simon says, "Prior to the arrival of ARC 2014, a lot has been happening in the marina. The ATM scam that had affected some users of the bank in the marina turned out to be island-wide; the perpetrators have been charged and new technology put in place to prevent it happening again. We've also hired a new security company and, with enhanced security in the marina as well as night boat patrols, there have been no issues since. A new, state-of-the-art dive shop, Dive St. Lucia, right next to the marina is another big plus.

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"Also, this year, inspired by Wayne Neale's "Greening the Caribbean" program, we've introduced eco-friendly garbage disposal re-cycling for the ARC and hopefully beyond. The new program, whereby plastics get bundled and shipped out for recycling, is a collaboration between IGY and WCC." As did many others, the *Laros* crew embraced a "clean wake" policy. They saved all plastic refuse aboard during the crossing, cutting it into small bits and packing it in large plastic bottles ("22 of them!") to be put in the new recycling bin at Rodney Bay.



SALLY ERDLE (3)



The connection with the environment is something WCC has been concerned with for some time. Andrew Bishop, Managing Director of WCC, says, "In 2009, we started looking at ways we could offset our carbon footprint, ways that would get people actually involved. We decided on tree planting, which we started doing in Gran Canaria at the 25th ARC. Here in St. Lucia we work with the Forestry Department, which provides the seedlings, and the Rotary Club sponsors the tools."

On December 13th, environmentally minded ARC participants joined an enthusiastic group of local secondary school students in planting hundreds of trees — cinnamon, breadnut (a chestnut-like relative of breadfruit), cocoa, and lansan (which produces incense) in a new forest reserve area deep in the mountains. Not only were trees planted, reconnecting sea-weary sailors with the earth, but the activity gave the sailors, students, Rotary members and Forestry staff a chance to connect while performing a useful task — and enjoy fresh-picked local fruits and a barbecue afterwards.

Embracing one of the most important connections of all, the ARC is family friendly. Many boats have children aboard — there were 34 children aged under 16 in the recent fleet.

For the family aboard the Hunter 410 *Morning Haze* — Isabelle Trembley, David Hayes and their daughters Rebecca (14) and Demi (10) — bluewater sailing has provided "precious time as a family". In Canada, both parents had demanding jobs, Isabelle as a financial advisor and David as the director of a graduate program in sports chiropractic at the University of Quebec at Trois-Rivieres. The girls were busy with school, activities and friends. The family got together on weekends. Says David, "Now the kids see our work and our challenges, they see us overcoming discouragements and they have learned that if you have a dream you can work for it."

Rebecca once said to her mother, "Before, I didn't really know you, Dad and Demi." She tells *Compass*, "I certainly think we're closer now. In Canada, I see how my friends act with their parents and I wouldn't act like that. Doing this is a wonderful thing for us as a family." David concurs: "I know the girls a lot more." And Isabelle adds, "And they know us better, too!"

Isabelle and David did the Caribbean 1500 without the girls ("to see if we could do it") in the fall of 2013, and the family spent that winter cruising the Bahamas, the Dominican Republic, Puerto Rico and the Virgin islands. The whole family sailed in ARC Europe in May 2014, and then participated in ARC 2014. Why WCC events? Isabelle says, "We thought it would be good to go with experienced people, have security inspections, etcetera. For our families back home, the security behind it made them feel better about us going, and they could follow our logs online and track our route." David adds, "We've now done the WCC event preparation process three times, and even if we think we know everything, we always learn something."

Aboard the boat, David is gathering data for a research project on cruising sailing injuries and the girls enjoyed creating their own fishing lures, logging the adventures of ARC's stuffed mascot, Sailor Ted, and making iMovies (Demi acts and Rebecca produces). "At first it was frightening to leave my friends," says Rebecca, "but I've met new friends everywhere. I find sailing better than life at home, and I would like to do this for many years to come!"

Top left: The Leo family — Johnick, Verniel and Anthony — work together cleaning and polishing visiting yachts. 'The best thing is meeting people' and they look forward to the ARC year after year
Left: WCC's Managing Director, Andrew Bishop, making a deposit at Rodney Bay Marina's new recycling bin — an innovation put in place just in time for the ARC 2014 arrival
Below: Getting back to the green after weeks of blue, ARC sailors joined local students in planting trees to transform a banana plantation into a new forest.
The tree planting is an annual event



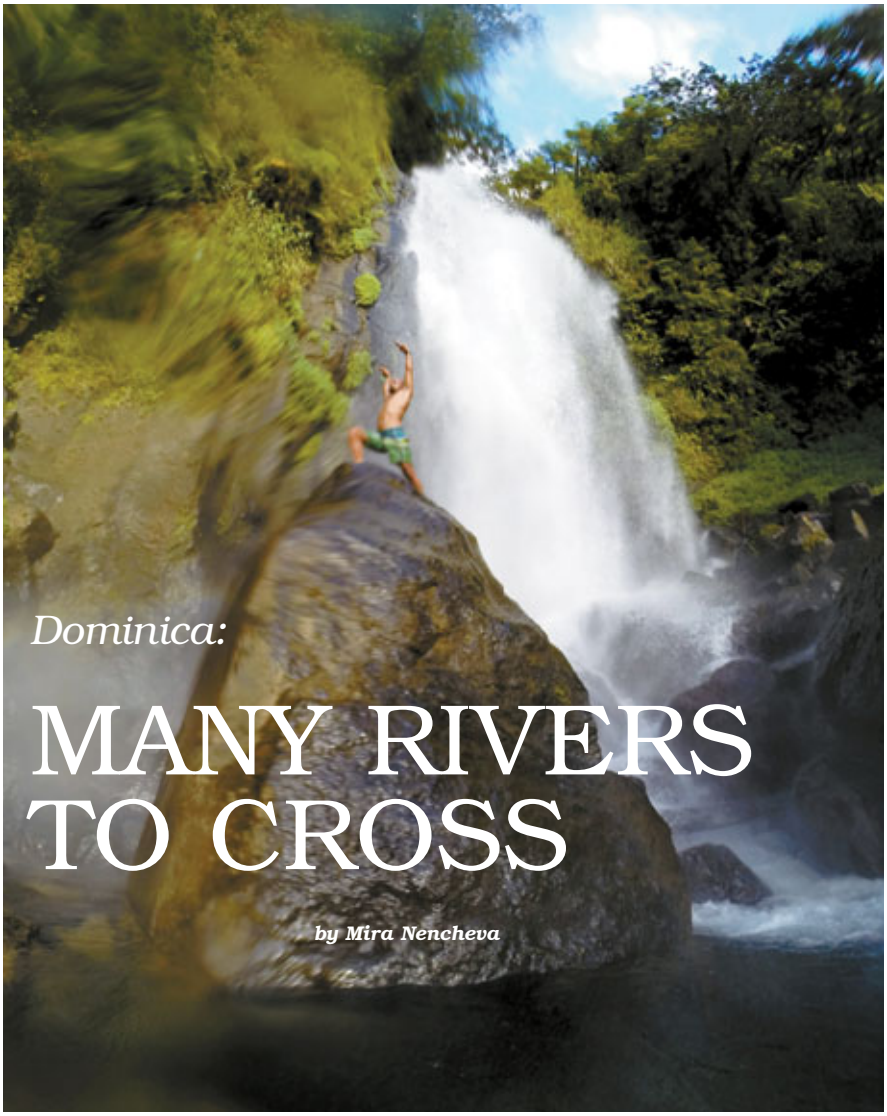
Along with others, after cruising the Lesser Antilles this winter, the *Morning Haze* crew plans to join ARC USA in the spring. Some others in the fleet will join ARC Europe. Ian on *Reberth* said he'd consider doing another ARC event as crew, Manfred Kerstan plans to sail in next year's ARC with a brand new Oyster 82, and 11 of the 2014 ARC fleet will sail on around the planet with World ARC when it sets sail from St. Lucia this month.

The connections continue.

For full results of ARC 2014 and information about this year's 30th ARC and other World Cruising Club events visit www.worldcruising.com.

Many thanks to World Cruising Club, the Saint Lucia Tourist Board and Bay Gardens Hotel for making first-hand coverage of the ARC 2014 arrival possible, and my stay in St. Lucia so enjoyable.





Dominica:

MANY RIVERS TO CROSS

by Mira Nencheva

ONCE upon a time there was a beautiful island, an island with many rivers…

Dominica, nicknamed The Nature Island, is a 290-square-mile island nation in the middle of the Lesser Antilles island chain, famous for her unspoiled natural beauty, majestic rainforest mountains, abundant wildlife, and many rivers — 365 to be exact, "one for each day of the year" as Dominicans like to say with great pride. The youngest of all the others in the chain, Dominica is still being formed by geothermal-volcanic activity, which can be observed closely on numerous sites throughout the island.

We drop *Fata Morgana's* anchor in the wide bay off the town of Portsmouth on the northwest side of the island and from there explore the interior with its many unique nature destinations.

My husband, Ivo, our 11-year-old daughter, Maya, and I visit Morne Trois Pitons National Park, a UNESCO World Heritage Site since 1997 where we hike to Emerald Pool through abundant rainforest vegetation. The small waterfall is a charming, delicate 50-feet chute coming down from the grey rocks above, between branches and tree roots, cascading into a shallow pool of crystal blue water in front of a small grotto.

We climb the highest peak, Morne Diablotin (named after the Black-Capped Petrel, a bird called "little devil" after its shrieking cry) standing at 4,747 feet above the sea — the hardest, muddiest, most surreal hike we have ever been on, through an infernal maze of roots and branches.

We visit Calibishie, an area in the northeast with wide sandy beaches, the only remaining place in the Eastern Caribbean where a population of pre-Columbian native Caribs, almost extinct everywhere else, still live in villages of small wooden houses on stilts. There we meet Matilda Archibald selling handmade baskets and souvenirs, homemade ice cream, and fruits we have never seen before.

We walk across the Valley of Desolation, a volcanic area with hot, steamy and moist air smelling of sulfur, one of the most mysterious and beautiful places we have ever seen, smelled and gone through. A desolate landscape where hot-water streams — some milky-white, others grey like lead, others inexplicably black — create stunning abstract patterns of colors and shapes.

We reach the Boiling Lake, the second largest crater-lake in the world, which is really boiling like a giant pot of soup! Compared to Morne Diablotin, the hike to Boiling Lake is pleasant, relatively easy, and much shorter, even though it still takes us three hours to get there.

We go to Trafalgar Falls and after a very short hike we see from a distance the two spectacular falls, Mother and Father. We climb over huge boulders and walk through some dangerous places over fallen trees above the river, which runs fast and furious here, to reach the pool under one of the massive chutes where water is booming down loud and angry, with strong wind rushing from the canyon above.

On the way back from the Trafalgar Falls, we take a dip in the yellowish geothermal ponds of very hot volcanic water formed by a hot-water stream coming down from Boiling Lake, amidst tall shady trees and extravagant ferns.

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Not far from the capital, Roseau, we snorkel on Champagne Reef where in deliciously clear water some submarine volcanic activity near the shore creates tiny, adorable hissing bubbles between the corals and the rocks of the reef, home of seahorses.



We spend a few weeks in Dominica visiting all of these magnificent places one by one, falling in love with the island, its rich nature and biodiversity.

We gradually become familiar with the country and its people, too, and are thrilled to realize how connected many Dominicans are to their land, culture, and nature. The island is almost entirely self-sufficient with an impressive amount and variety of fruits and vegetables produced and consumed locally. Everywhere in the forests we find mangos, bananas, avocados, grapefruits and oranges on the side of roads and paths, and, as one bus driver explained to us: "If it's in the forest or on the ground on the side of the road, you can pick it up and eat it." Many times we have returned to our boat with backpacks full of fruits from the forest.

The abundance of rivers and springs allows Dominicans to use community fresh water for free. They have also captured river waters to produce hydroelectricity providing for 30 percent of the energy supply on the island, and are on their way to harvesting geothermal power as well, thus limiting even more the consumption of fossil fuels in the country.

Yet, there is an increasingly growing threat to the unique, rich but fragile natural environment of Dominica. The island's small territory is limited, yet its population is ever increasing. Dominicans today drive more cars, and, under the influence of a US consumer-oriented lifestyle, use more and more "throw-away" consumables than ever before. In addition, the use of agro-chemicals, and an inadequate sewage system and trash disposal are other pressing issues challenging the environmental health of the national patrimony.

We notice trash everywhere. In cities and villages piles of domestic garbage wait for days, sometimes weeks, on the side of roads to be picked up and disposed of. Plastic bottles and bags, foam packaging and all sorts of human waste disposal litter all public areas, even in the National Botanical Garden in the capital, Roseau.

The day we go on a guided Indian River tour we realize how serious the issue of pollution in Dominica really is.

Our guide, Albert, picks us up early in the morning and we ride in his motorboat from the anchorage in Portsmouth to the entrance of the park. It costs US$5 per person to enter, but we buy $12 park permits good for a week for all of the national parks on the island.

Left: Matilda Archibald introduces us to a soursop, which we've never seen before

Below: Playing in the bubbles at Champagne Reef



Beyond the bridge, Albert stops the engine and starts rowing up a wide green river. Indian River is a National Park and engines are off limits. Engines pollute.

Soon the river splits into two channels and we enter the narrow one on the left amidst thick swamp vegetation and bloodwood trees with tangled roots like monstrous intestines above the damp ground, home of giant blue crabs. Albert tells us all sorts of interesting and curious facts about the nature here, the trees and the ferns, the animal life, and the history and traditions of the island. He explains that if you cut the bark of the bloodwood tree, a thick red sap will start oozing from the wound, like blood.

We reach a spot where a small creepy shack stands on the shore: Calypso's house. Johnny Depp has been here, as well as in many other locations throughout the island during the filming of The Pirates of the Caribbean. We are thrilled. Indian River with its bloodwood trees and mysterious swamp vegetation crawling with huge crabs is definitely the perfect set for the eerie Calypso scene.

But we also start noticing trash here and there on the sides of the river: foam cups, plastic bottles, and even entire bags full of garbage. I ask Albert who is supposed to clean the river and he says, "It's the park's job."

We continue on our tour and get to the Bush Bar further upriver. It's a nice little bar and restaurant, built for the tourists, set in a forest-garden with luxuriant trees and flowers, populated by hummingbirds, shy little lizards and dancing butterflies.

The whole tour lasts a little over one hour, thanks to Albert who takes his time talking about nature and many other interesting things. Otherwise, the area we covered is not big at all, and we could have done the trip with our kayak in less than 20 minutes. But the most disenchanting part of this otherwise lovely journey is all the garbage on the edge of the riverbanks and the park officials' attitude towards it.

The Indian River guides and personnel sit near the park's entrance all day waiting for tourists, and during the hurricane season they don't have much work. We wonder why they don't spend some of their time cleaning the river, which is their source of income.

The trash-in-the-river situation starts bothering us more and more, and a few days after our Indian River expedition Ivo and I go back there with our kayak and with a big garbage bag. We spend about an hour to an hour and a half cleaning up the area. But we soon realize we need more than one garbage bag and a lot more time if we want the job properly done.

As we get further upriver, where Albert didn't take us last time, we see more and more trash floating around or stuck in the roots of the bloodwood trees. We get to a point where this channel borders a road and a residential area. Apparently, people use the river to dump their trash from the road and it slowly makes its way down to the park.

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We are appalled. We will need a crew with shovels and lots of garbage bags or a truck if we want to clean up all this. Very disappointed, feeling defeated and helpless, we turn back with our garbage bag long since filled to the brim, and we head home to the boat. At the park's exit where we go to deposit the river-garbage, one of the guides tells us that we are supposed to pay a fee if we want to dispose of trash. He thinks it's our boat garbage! Both Ivo and I are about to explode with indignation, but I calmly explain that this is not our trash but *theirs*, and leave.

Is it up to the local people and their government to address the issue of land and water pollution in Dominica, to protect their natural resources, and educate the new generations about the importance and benefits of the conservation of the environment and natural resources?

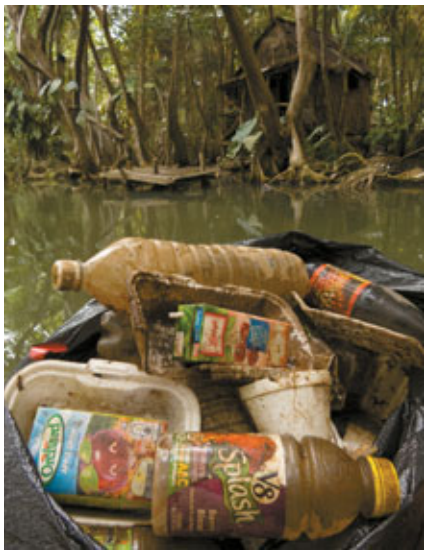
And what can we, the visitors who so much appreciate and enjoy Dominica's natural wonders, do to help preserve and restore this extraordinary island's fragile ecosystems?

We feel sorry for "The Nature Island" and its "365 rivers, one for each day of the year". Who knows how many of the once-upon-a-time 365 rivers are still flowing, and how many are dry, clogged with litter, extinct. Who knows how long before it is "too late". And how long before it is "no more"?

How many rivers?

Mira Nencheva, writer, photographer and wanderer, has been sailing around the world and living aboard a 38-foot Leopard catamaran, Fata Morgana, *with her husband, Ivo, and 11-year-old daughter, Maya, since July 2013. Their journey is documented in a travel-adventure blog, www.thelifenomadik.com, and in their The Life Nomadik Facebook page.*

Below: We spent a few weeks falling in love with the island, but the trash-in-the-river situation bothered us more and more

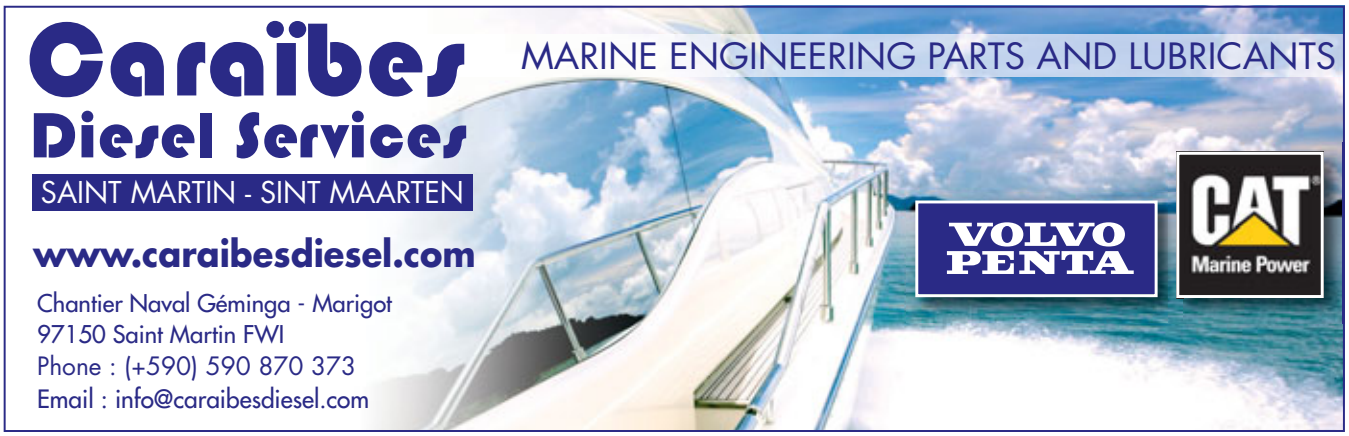




Above: The Boiling Lake really boils, like a big pot of soup!

Below: On the bank of the Indian River is Cleopatra's house from The Pirates of the Caribbean





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Grand Cayman: We Went to Hell and Back... and Had a Blast!

by Bill and JoAnne Harris

DESTINATIONS



The Cayman Islands consist of three islands: Grand Cayman, Little Cayman and Cayman Brac. We arrived in Grand Cayman after a bumpy passage from Ile-à-Vache, Haiti aboard our big trimaran, *Ultra*. It was a very stormy and rainy morning in May, and we headed straight for George Town, Grand Cayman.

Upon arrival, we radioed the Port Captain to notify him that we had arrived and were ready to check in. He advised us to come as soon as possible, since there would be an overtime fee if we came later. It was a holiday, so the fees after a certain hour would be $70. The great news is that, unless it is overtime and/or a holiday, checking into Grand Cayman is absolutely free!

We were asked by the Port Authority to tie our boat to the government dock. It was a quite intimidating concrete dock, but we had great helpers from the supply boats and port crew to assist. The check-in went smoothly and we were in and out in no time.

After checking in, we untied the lines and headed back out to the mooring field and picked up one of the moorings. The harbour in George Town is dotted with mooring balls and every vessel must pick up a mooring ball (anchoring is prohibited), but the moorings, like the check-in, are free.

While snorkeling right underneath *Ultra* we were able to see schools of five-foot tarpon, spotted eagle rays, gray reef and nurse sharks, sea turtles and spectacular coral formations complete with swim-throughs and covered with colorful fish.

There is a public dock where cruisers can leave their dinghies, or, if you ask nicely, you might be able to do as we did and leave your dink at the Lobster Pot Dive Shop and Restaurant. You can get your dive tanks filled there and also rent scuba gear.

Later during our stay in Grand Cayman, we experienced another public holiday, Election Day. We were advised that no alcohol would be served until 7:00PM, when the polls had closed. Many of the local shops and restaurants were shut until then, too. We scuba dove the *USS Kittiwake* in the morning and in the afternoon headed to town and watched some of the rallies taking place downtown — some amazing entertainment, inspirational speeches and people watching.

An important thing to remember while visiting Grand Cayman is it can be a bit pricey, depending on what you are purchasing. For us, being US citizens and operating with the US dollar, the Cayman Island dollar was $1.25 for every US$1.

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The wonderful thing about Grand Cayman is that there is a lot more to it than the numerous high-rise financial institutions, condos, hotels and high-end shops and restaurants. There are also charming settlements with very friendly residents and pristine beaches dotting the island, places to be explored that are more for smaller budgets.

There are several hardware and housewares stores, countless duty-free shops, and all kinds of places to purchase items for your boat or yourself. The grocery stores are outstanding and carry everything under the sun to provision your boat to the gills in true gourmet style! Grand Cayman is also the home of the famed Tortuga Rum Company. We made it part of our routine, while on our bike rides of the island, to stop here and purchase a tasty Jamaican patty and a coconut water.

There is also a great local bus transportation system available for getting around with heavier items in tow. The average bus fare we paid at the time was between CI$2 and CI$4, depending on our destination. Taxis and car rentals are other options available.



Up, up and away! To celebrate our wedding anniversary, we organized a jet pack adventure

When we were not diving, we were riding our bikes all over the place. We have carried bikes aboard *Ultra* for many years, since they are a great way to explore the islands we visit. Here, we loaded them up in the dink and headed to shore to explore. Our first bike ride adventure was our ride to Hell. Yes, we said *Hell*. The area we are speaking of is located in the northwest of Grand Cayman at West Bay. It consists of a football-field sized area full of limestone spires that rise up from the earth, which some say must resemble Hell. Here, you can even send a postcard from the Hell post office, and pose for a photo as either an angel or a devil.

During our stay, we continued exploring more of this amazing island.

—*Continued on page 31*



The landscape at Hell really is infernal!



CALENDAR OF EVENTS 2015

CALENDAR OF EVENTS 2015

CALENDAR OF EVENTS 2015

CALENDAR OF EVENTS 2015

—Continued from page 26

We explored all of the areas of the island we could via bike, such as the extraordinary Camana Bay community, countless pristine beaches, and more. The drivers on the road are very courteous to bike riders, so it is very easy and safe to get around.

There is also a Turtle Farm and Wildlife Encounter, located in West Bay, where hands-on educational



tours are given. When Christopher Columbus first sighted the Cayman Islands in 1503, he named these islands Las Tortugas, since the waters all around them were teeming with sea turtles. Unfortunately, ships sailing through began provisioning with turtles, which severely depleted the turtle population. With this turtle farm in place, the turtle population has made a remarkable recovery. This island is also famous for the elusive and breathtaking Blue Iguana. It can grow to five feet long and weigh over 25 pounds.

To celebrate our wedding anniversary, we organized a Jet Pack Adventure for Two. On a daily basis, we had seen the Jet Pack owner, Chris, come buzzing by our boat and the cruise ships, doing all kinds of sporty moves in the harbour. A few days later, we met up with him at the famous Seven Mile Beach and booked a reservation. The Jet Pack was an amazing experience for both us! It was like we were flying and we were able to go as high as 30 feet in the air. It was the sensation of a lifetime!

We decided to slip the mooring and set off for the North Sound to get fuel at the beautiful Barcadera Marina and the George Town Yacht Club, which had a full menu of tantalizing island cuisine. After that, we headed to the ever-famous Stingray City, dropped the hook, collected our snorkel gear and jumped in. The wonderful part of this experience is that the stingrays have been going there for years and years. The fishermen from days gone by cleaned their catch here, so the stingrays soon discovered there was free food to be found in this waist-deep water. (See photo on page 25.) We had taken with us from our freezer some conch guts that we normally use as fish bait. The stingrays were as tame as pets and were in heaven trying to suck the

Counter-clockwise from left:
Posing with the sculpture of a Blue Iguana;
a stop at the Tortuga rum-cake factory;
a night out with Barefoot Man and friends



bounty from our fingertips. There were swarms of male and female stingrays all around us. The females were enormous and were all over us, while the significantly smaller males circled at our feet devouring the scraps. (Some stingray trivia: We were told by a Caymanian that it takes two male stingrays to get one female stingray pregnant.)

After playing with the stingrays for a couple of hours, it was time to head back to the boat for a sundowner. We witnessed a beautiful sunset while being the only boat anchored there. When the night set in, we were then under the bright full moon with the shallows glowing as if neon lights were beneath.

We love to scuba dive and since we have our own equipment, it was trouble-free to dive in Grand Cayman. We just loaded up the equipment and picked a dive spot. The diving was phenomenal with a kaleidoscope of wrecks, deep walls, and shallower reefs from which to choose. A few of our favorite dives were the *USS Kittiwake*, Oro Verde, and Doc Polson. The abundant sea life, swim-throughs and swarming tropical fish were a true delight.

In all of our years of sailing, traveling and listening to our CDs of the music of Barefoot Man, we had never seen him perform in person. Well, Grand Cayman gave



us our chance. This island is his home, and he was performing at the waterfront restaurant The Wharf, and the mooring we were on was directly in front of it. We went with friends from Spain who knew the owner of the restaurant. We met Barefoot Man and his band and enjoyed some drinks, great music and lots of dancing.

We arrived in Grand Cayman, thinking we would just be there for a week. We loved it so much that we stayed another week. Then as fate would have it, a series of storms blew through the direction of our next passage to the Bay Islands, so we ended up being in Grand Cayman for five weeks. No complaints — the weather, beaches, dives, hikes, and sites were spectacular!

We hope you get the opportunity to travel to this extraordinary place. Yes, there are tremendous shopping opportunities, however the *real* opportunities are the countless outdoor adventures yet to be experienced! We truly enjoyed every minute of our trip to Hell and back and more during our stay in incredible Grand Cayman, and we hope you do too.

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They enjoy writing cruising articles and sharing their experiences. Visit www.jandbyachtultraadventure.blogspot.com to follow their sailing adventures.



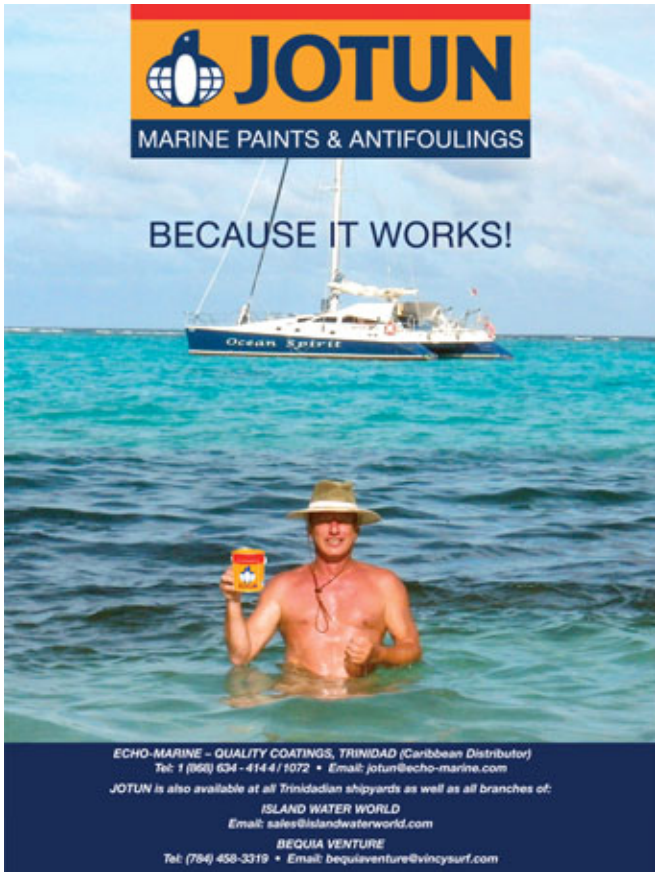
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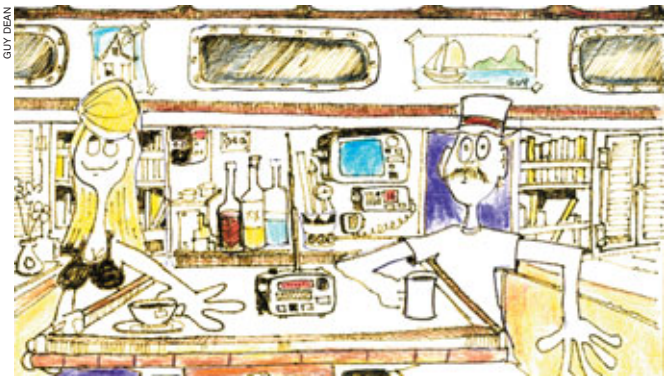
SELECTED ON-LINE WEATHER SOURCES

"Red sky at night..." When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of a Caribbean sailor's attention — especially at this time of year.

According to Wikipedia, it was not until the invention of the electric telegraph in 1835 that the modern age of weather forecasting began. Before this time, it was not widely practicable to transport information about the current state of the weather any faster than a steam train (and the train also was a very new technology at that time). By the late 1840s, the telegraph allowed reports of weather conditions from a wide area to be received almost instantaneously, allowing forecasts to be made from knowledge of weather conditions farther upwind... In the United States, the first public radio forecasts were made in 1925 on WEEI, the Edison Electric Illuminating station in Boston. Television forecasts followed in Cincinnati in 1940 or 1947 on the DuMont Television Network. The Weather Channel is a 24-hour cable network that began broadcasting in 1982, and sailors have been known to cluster around Caribbean beach-bar TVs during hurricane season.

The technology used to disseminate weather forecasts is continually evolving. Although it's been a very long time since people tried seriously to predict the weather by examining onion skins or seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to good old WWV radio for marine storm warnings (Atlantic high seas warnings are still broadcast by WWV at eight and nine minutes after the hour on 2.5, 5, 10, 15 and 20 Mhz), because they no longer need WWV's "time ticks" to ensure the timing accuracy of sextant sights. The use of once-popular weatherfax has, to a great extent, been replaced by GRIB (GRIdded Binary) files.

Although SSB radio is still indispensable, today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended.


GUY DEAN

Caribbean National, Regional and Island Weather Websites
- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-Radar-SABDriver.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Curaçao Met Department: www.meteo.an
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: http://outremer.meteofrance.com (in French)
- Martinique Weather Radar: www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC_ant.html (in French)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/radar
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

International/General Weather Websites
- Desperate Sailors: www.desperatesailors.com/page/weather/carib_sxm
- NOAA's Environmental Visualization Laboratory: www.nnvl.noaa.gov (great satellite images, animations and more visual storm stuff)
- PassageWeather: http://passageweather.com (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing)
- Weather Underground: www.wunderground.com/hurricane

Commercial Marine Weather Service Websites
- Buoyweather: www.buoyweather.com (supplies free two-day forecasts in addition to paid-for custom forecasts)
- Chris Parker's Marine Weather center: www.mwxc.com (paid-for custom forecasts)
- Crown Weather Services: www.crownweather.com (provides a good Tropical Weather page in addition to paid-for custom forecasts)

Hurricane Information Websites
- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov

In addition, surf forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com — see the animated swell height and swell period charts.

Finally, this site includes a list of many other Caribbean weather sources: www.tropicalwx.com

Happy weather windows!

Old Providence:

From Puritans and Pirates to Protection

by Sally Erdle

Looking for a protected anchorage at an English-speaking outpost in the mainly Spanish-speaking southwestern Caribbean, a safe stop en route to or from the Panama Canal for those on the northern route, a truly unspoiled small island — one with world-class seafood to boot? Old Providence awaits.

About 120 miles off the Nicaraguan coast and lying midway between Jamaica and Costa Rica, Old Providence (Isla Providencia) is part of the Colombian archipelago of San Andrés, Providencia and Santa Catalina. While the much busier tourist destination of San Andrés is some 50 nautical miles away, serene Santa Catalina, with no roads and approximately 200 residents, is close enough to be connected to Old Providence by a gaily painted footbridge. The whole archipelago is set in UNESCO's huge Seaflower Biosphere Reserve, which covers ten percent of the Caribbean Sea. The Old Providence barrier reef is nearly 20 miles long, providing a wealth of dive sites.

Old Providence has a unique history. Just a decade after the better-known Pilgrims disembarked from the *Mayflower* at Plymouth Rock, Massachusetts, a group of Puritan settlers arrived from England at Old Providence aboard a sister ship, the *Seaflower*. They grew cotton, tobacco and indigo, and the English found the island well situated to launch raids on the Spanish fleet. In the 1660s, the privateer Sir Henry Morgan used the island as a base. Notable rock formations on the island are called Morgan's Head and (don't laugh) Morgan's Crack.

In 1822 San Andrés, Providencia and Santa Catalina joined Gran Colombia, a newly independent (from Spain) entity made up of today's Venezuela, Colombia and Ecuador. When Gran Colombia dissolved in 1830, the islands remained part of Colombia. Nevertheless, the islanders' closest ties have historically been with other English-speaking islands, such as the Caymans and Jamaica. The traditional Old Providence catboats are designed after those of the Caymans.

To save Old Providence's approximately 5,000 residents from the cultural dilution, overpopulation and environmental problems that affected San Andrés after a tourism boom was triggered there by duty-free status and daily flights to the Colombian mainland, the municipality has adopted protective measures that include stringent immigration regulations even for other Colombian citizens, and strict environmental rules governing use of the land, beaches and sea. Tourism on the island is geared to the local culture. Rosana Diaz Howard, Tourism Secretary for Providencia and Santa Catalina, says, "We have to integrate our culture into tourism. I always mention our local boat race, our horse race, our traditional gastronomy... because that is us, it's not just the beach."

Yacht tourism, rather than mass tourism, is being encouraged. The government is planning to install a new dock at the main town, Santa Isabel, specifically for dinghies and inter-island ferry passengers, to separate them from the congested cargo wharf that they currently use. The government also plans to build a small marina and to designate areas for a limited number of moorings and for anchoring, away from the shipping channel. Visiting yachts can use the Bernardo B. Bush Howard Maritime Agency to clear in and out — call "Mr. Bush" on VHF16. Fees seem to be in flux, so if in doubt, request a receipt. It is hoped that the paperwork required of yachts visiting for more than a few days, which cruisers currently find restrictive, will soon be streamlined. Although it is expected that increased numbers of yachts will visit, there is little fear of this becoming an overcrowded sailing destination: the current average is about one yacht a day.



A solitary cruising boat at Providencia's main anchorage, off the town of Santa Isabel. That's Morgan's Crack in the background



At Southwest Bay, the local specialty — pargo pluma — is served with a smile

Rosana says, "This is the place where God lives. He used to come here on vacation, but fell in love and decided to stay. There is something here to charm everyone." But unless you, too, fall in love here and marry a local, you can't stay. Be glad you can visit, though — it's rather heavenly.

For more information see 'Colombia's Trio of Gems' by Bill and JoAnne Harris at www.caribbeancompass.com/online/august14compass_online.pdf and Cruising Ports: The Central American Route *by Patricia Rains, available at Amazon.com.*

Next month: A closer look at Santa Catalina.

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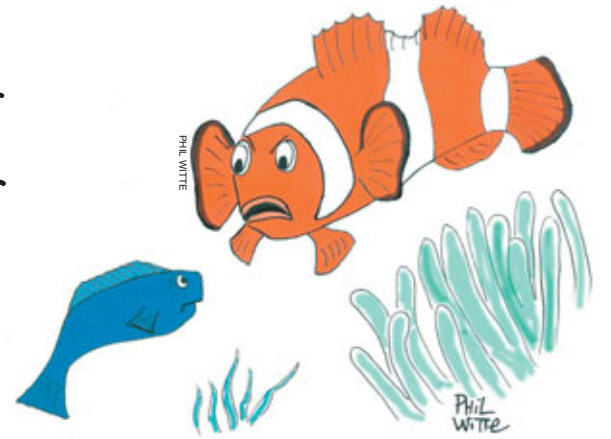
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COMPASS COMICS

PHIL WITTE



"I'm a clownfish how, like I'm funny, like I amuse you, like I make you laugh?"

RON MORGAN



"Oh great! We found the treasure but it turns out they were music pirates."

JERRY KING



"I don't want to imply that your boat is slow, but that turtle just passed us."

seaweed

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Anchors... and Why They Don't Work

Many boaters new to the Caribbean are coming from marina life, and whether newbie bareboaters or experienced racing sailors, anchoring is a skill yet to be acquired.

How many times in the Eastern Caribbean has one seen a boat come into a breezy anchorage, drop the anchor, veer a hundred or more feet of chain — and immediately drag off to the west? Often the chain has piled up on top of the anchor. Then, as the boat drifts off downwind, the chain straightens out. When a full load finally comes on the anchor, it bounces across the bottom. It seldom digs in, but often catches another boat's anchor line and confusion ensues.

Getting the anchor to hold is like setting the hook when catching big fish. When the fish hits the hook and the reel starts spinning, first the drag is set lightly, and then set hard to set the hook. Similarly, when the anchor is dropped, the amount of rode (either chain or a combination of chain and line) let out initially should be only a little more than the depth of the water. Use the helm so the boat backs down head to wind. Veer more rode as the boat backs down, keeping some tension on the rode so it lays out straight and has some drag on the anchor, giving the anchor a chance to dig in. When you have veered rode three times the depth of the water, tighten the rode and finally make it fast. Hopefully the anchor has set. If it appears to be dragging, veer more rode, then secure. If you still continue to drag, hoist the anchor and try again.

It must be remembered that the holding power of the anchor is greatly influenced by the angle between the bottom and the anchor rode. If the bottom is flat, a three-to-one ratio is usually sufficient in normal 12- to 15-knot tradewinds, but as wind increases more rode must be veered. The load on the anchor rode, caused by the windage of the boat, goes up with the square of the wind's velocity. Thus the load on the anchor rode at 30 knots of wind is *four* times that of 15 knots. To keep a low angle of attack of the rode to the anchor, if the wind is gusting 30 knots you will have to veer rode five to six times the depth of the water.

If you are anchoring on a steep slope, to obtain a low angle of attack at the anchor you will also have to veer rode five or six times the depth of the water. Conversely, if anchored bow on or bow tied to a tree ashore, where the bottom is steep to, since the stern anchor is pulling uphill you often will only have to veer one-and-a-half times or twice the depth of water.

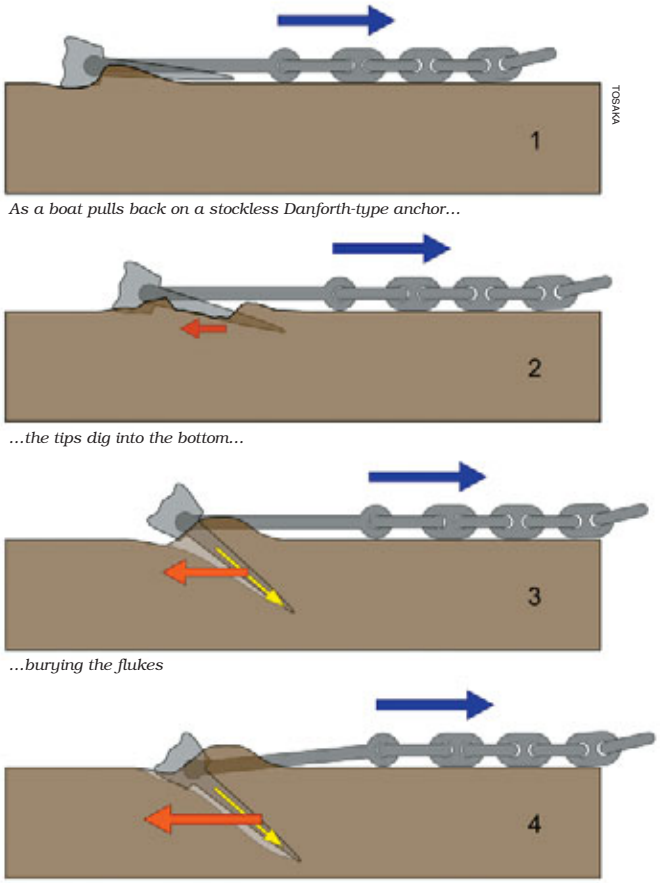
If anchored where there is a reversing current, it is necessary to put down a Bahamian moor as is shown and described on the back of every Imray Iolaire chart. Practically all the places in the Eastern Caribbean where you will need a Bahamian moor are also noted there.

If you are anchored on chain and a swell starts surging the boat back and fetching hard on the anchor, it is time to veer more chain or to rig a nylon line as a shock absorber. Note that 3/8" chain has a breaking load of 3,640 pounds, but 1/2" three-strand nylon line has a breaking strain of 5,000 pounds. Secure 1/2" nylon line to the anchor chain via a rolling hitch or a chain hook, veer out the chain and the nylon line until there is 50 or more feet of nylon out, secure the line, continue to veer another 15 or more feet of chain, then secure the chain. The three-strand nylon line will act as a shock absorber. If the nylon line breaks, all is not lost as you will fetch up on the chain. Use plenty of chafe gear where the nylon goes through the chock. Use three-strand nylon rather than braided nylon, as the three-strand nylon will stretch more.

For many more details on anchoring techniques, see Daria and Alex Blackwell's *Happy Hooking — the Art of Anchoring*, available at Amazon.com.

Most experienced cruising sailors I know feel that three anchors are a minimum number that a cruising yacht should carry. *Iolaire* carried seven, which seemed like a bit of overkill until we were caught by Klaus, a late-season (November) hurricane. We were anchored on the north side of St. Martin with two anchors out in a Y — all set, we thought, as "hurricanes in the Caribbean go west". However Klaus went northeast, passing north of St. Martin. The wind clocked and veered eventually, making our nice anchorage under the lee of St. Martin a deadly anchorage on a lee shore. As the wind veered, our port anchor line went slack. All of the load came on the starboard anchor. So we dropped another anchor underfoot, veered line from the starboard anchor of the Y, and paid out line on the anchor we had just dropped until we had enough line veered to set the third anchor so the load was again spread between two anchors. As the wind continued to veer we did the same process again, dropping our fourth anchor, veering line and again riding on two anchors. As the wind continued to veer we repeated the process with anchors five and four, then with five and six.

—*Continued on next page*



As a boat pulls back on a stockless Danforth-type anchor...

...the tips dig into the bottom...

...burying the flukes





—Continued from previous page

Iolaire survived Klaus using six of her seven anchors! When we went to leave we had no problem as we did not have crossed hawses, and the first anchors we dropped were right under the stern!

Anchors come in all shapes and sizes and different anchors behave in different ways in different bottoms. Observations on various anchors we used through 52 years of *Iolaire's* ownership, and information obtained in discussions with many very competent fellow cruisers follows.

Iolaire, 46-foot, heavy displacement yawl, used a 50-pound Wilcox Crittenden (a copy of a Herreshoff fisherman-style anchor with diamond-shaped flukes) as her standard anchor. This always held her until it started blowing 25 gusting to 30, when we set a second anchor. The Wilcox Crittenden worked superbly until we were sideswiped by a ferry in Puerto La Cruz, Venezuela. (This was despite having on our masthead anchor light and being anchored half a mile from the normal ferry track.) We lost 15 feet of bulwark, the starboard side chainplates, and the anchor. We replaced the Wilcox Crittenden anchor with the highly regarded Luke three-piece copy of the Herreshoff anchor. We dragged the Luke so often we abandoned using it. The Luke anchor is highly regarded in Maine but I feel useless in the Caribbean.

The CQR has long been a popular plow-type anchor, but there are many CQR-type anchors available and they are very hard to tell apart.



LUKA RONE

Author Don Street demonstrates using a hand-bearing compass and landmarks ashore to see if your anchor has dragged

The Bruce or claw-type anchors perform very well in mud. It is difficult to get them to dig into sand, but once they do dig in they have incredible holding power. Also, once it digs in it will continue to hold even with the scope shortened to two-to-one.

Among the fluke-type anchors, the Danforth, once it digs in, has excellent holding power, but to get it to dig in is very much like setting the hook on a fish (see above). If anchoring in a strong tideway, if it does not dig in immediately, at three knots of tide the Danforth will water-ski up to the surface. The Danforth can be altered to stow in minimal space. Cut the ends off the cross arm, tap the inside of the parts cut off and tap the part welded to the fin. Then cut a short piece of threaded stainless rod of the correct size and screw that into the pieces cut off. Secure the pieces cut off to the stock with electrical tape and stow the anchor. Needless to say, re-assemble the anchor before using!

Another fluke-type anchor, the aluminium Fortress, has a happy following. It is so light that a really big Fortress anchor can be easily handled and thus the fluke area, which affects the holding power, can be very large. Like a Danforth, it must be carefully set, but once dug in will hold tremendous loads in comparison to the weight of the anchor. Its best feature is that it can be disassembled to take up very little space. Thus it is possible to carry a couple of big Fortress anchors stowed in the lazarette for use in emergency conditions. Because of its light weight it must be used with chain, or if being used with a combination of chain and line, the chain should be 20 to 30 feet long and heavy, to keep the angle of attack low.

Finally, in the last few years, a number of scoop- or spade-type anchors (with and without roll bars), such as Rocna, Mantus, Manson and the Spade, have come on the market. There are high claims and videos of these anchors rapidly digging into sand and demonstrating very high holding power in comparison to their weight — some users even claim that you now no longer need to carry different types of anchors for different bottoms, and that a spade-type anchor will suffice in all conditions. But I have no personal experience with these anchors, and thus, though they look good, I will reserve judgment.

There are interesting results of tests of 14 different yacht anchors at http://bill-springer.blogspot.com/2011/03/which-anchor-holds-best-14-anchors-are.html.

For more information see The Ocean Sailing Yacht, Volumes One and Two, *by Donald M. Street, available at Amazon.com. Visit Don Street's website at www.street-iolaire.com*

MERIDIAN PASSAGE OF THE MOON

JANUARY 2015 - FEBRUARY

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!

January 2015		20	1204	8	0302
DATE	TIME	21	1303	9	0345
1	2119	22	1400	10	0429
2	2211	23	1445	11	0515
3	2307	24	1549	12	0603
4	2353	25	1641	13	0655
5	0000 (full moon)	26	1735	14	0749
6	0042	27	1825	15	0845
7	0129	28	1916	16	0944
8	0214	29	2008	17	1043
9	0258	30	2059	18	1141
10	0340	31	2149	19	1239
11	0422			20	1335
12	0509	**February 2015**		21	1430
13	0548	1	2238	22	1524
14	0634	2	2325	23	1618
15	0722	3	0000 (full moon)	24	1711
16	0815	4	0011	25	1804
17	0908	5	0055	26	1855
18	1005	6	0138	27	1946
19	1104	7	0220	28	2035

Salty's Word Scrambler Answers

SCRAMBLE	ANSWER
1) cucralne	caruncle
2) ahitcnlhg	hatchling
3) lsnigsbi	siblings
4) oonttioacppeoorr	protocooperation
5) nyeoxg	oxygen
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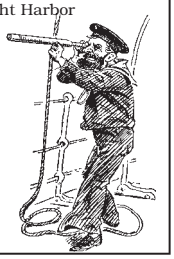
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SMOOTH SAILING AT NIGHT: The Finer Points

by Frank Virgintino

Sailing at night is like any other skill. Once we accept nighttime sailing as something that is ordinary and doable, we become comfortable with it and finally quite capable at doing it. Last month, we took a wide-angle look at how some cruisers feel about nighttime sailing and its challenges. In this part, we take a closer look at some of those challenges to provide an extra level of confidence.

At night, everything looks different. This is a simple observation, but its impact on those aboard the boat is enormous. The question is: how can I see at night so that I am as comfortable as I am during the day? The answer is to become fully attuned. To be attuned to sailing at night requires an alertness that comes from knowing what can really happen and what the ramifications can be. In the first part of this series, we discussed night vision, ranging from our physical eyes to our electronic eyes, such as radar and AIS. Understanding how to see and being able to know what you are looking at makes all the difference. A novice nighttime sailor will sound an alarm every time a ship is spotted. As you gain experience, your anxiety level will lessen.

There is greater complexity to sailing at night. The best way to understand the complexity is to isolate the variables involved. What are they? Ships and other vessels moving about are a concern when you cannot see. Now add navigational concerns. Add working your boat in the dark: reefing, sail adjusting, steering, etcetera. Add underwater or semi-submerged obstacles. Finally, finish off the mix with a really dark night that has a weather system that is freshening or brings squalls, and you understand why so many avoid nighttime sailing.

Fine-tune your understanding of the challenges that sailing in the dark present so that you can develop greater confidence in your capabilities.

Ships and other Vessels

Learn what ships and other vessels' lights look like; this is not all that complex. Large ships have AIS and if you have a receiver you can spot them and know where they are headed. Add to that a good radar set and learn how to really use it and you will be able to see them. Those are the basics.

How about the finer points? Take nothing for granted. Get up and look around. Listen carefully for sounds. If you are on autopilot, don't doze off. Offshore, you are looking for commercial ships with AIS. You are also looking for non-commercials who may not have AIS; those can be spotted visually and on the radar. Inshore, small fishing boats very often cannot be seen on radar so you must look out consistently.

Lastly, it is important to always look aft, as most often we assume the danger is ahead. I remember closing on a harbor about a mile out, a harbor that I had been in and out of many times. I was looking ahead. Fortunately, one of our daughters was looking back and spotted a 60-foot power yacht, throttle wide open, closing quickly on us. Apparently everyone on board was "happy" and not looking ahead. They were doing over 20 knots. Our daughter sounded the alarm and I turned off hard to starboard. Had we not turned off, they would have climbed over our stern. Look back as well as ahead!

Weather

On pitch-dark nights, your instruments will be helpful weather eyes. The ability to differentiate different kinds of weather matters. A single squall is not the same as squally weather. You might run off in a squall but for squally weather that prevails throughout the night, you might choose to reef down. You then have the option of running off or heading up to let the squalls pass.

During the normal tradewind season, it is unlikely that you will encounter really heavy weather. Still, when I am not sure about the weather, I always take in the genoa at sundown and sometimes even reef the main. In this way, I do not have to wrestle flogging sheets in the dark of the night.

I also like to be reefed at night in case of energy cells, which move very quickly and can pack winds up to 60 mph or more. It can be a clear night when you spot a number of tight circles on the radar screen, moving in the same direction. That is all the warning you will get. Energy cells are very small "mini hurricanes" that pass quickly and cause a rapid rise in wind speed. Be very watchful for them and be sure you are prepared if they overtake you.

Most often energy cells (as well as williwaws) are close in to shore, especially near mountain ranges. In the late 1990s, a small training schooner was ghosting along off the coast of Puerto Rico with only a helmsman on deck and with all hatches and ports open. She was hit by energy cells and laid flat on her beam ends. She sank quickly and, with the exception of the helmsman, no one survived.

Once we were headed for Luperon from the Turks & Caicos. The night was pitch dark and we were on a close reach under staysail, mainsail and mizzen. On the screen, I recognized five energy cells. I told my son, who was on deck, to free the sheets. I turned downwind and held on, as there was no time to reef. The wind went from 15 knots to 60 in a matter of minutes. As quickly as they came over us, the energy cells passed and I returned to our original course — no damage done. No one sleeping below decks even awoke! The important thing is to be vigilant and watch that radar screen as if your life depends on it, because it does!

Navigation

As a rule, nighttime sailing is best done offshore, where there are generally fewer hazards than inshore. If inshore at night, navigation must be spot on to avoid the many different hazards that can be present.

There are however, navigational hazards offshore beyond other boats moving about, as the crew of *Vesta's Wind* recently learned when they smashed into a reef at night during the 2014 Volvo Ocean Race. A good example of an offshore hazard in the Caribbean is Isla Aves, located at 15°39.60N, 63°36.81W, about 110 nautical miles west-southwest of Guadeloupe. Heading from Grenada to St. Croix, it is directly in your path. On higher scale electronic charts, it will not show up. Set the boat on autopilot, sail along on a pleasant dark night and all is great — until you run smack into it. There are a number of cases of those that have done exactly that.

Offshore, do not assume that just because you do not see anything on the larger scale electronic chart that nothing is there. Check each part of your route thoroughly to be sure that the route is clear.

Don't Close the Shore at Night

"If you cannot arrive in daylight, then stand off well clear and wait until dawn. After all, that's one of the things God made boats for — to wait in." — Tristan Jones

Tristan had it right. Unless there is an emergency, do not close with the shore in the dark. There are too many risks, and electronic charts and GPS do not lessen the risks, they exacerbate them. Whether entering a familiar or unfamiliar harbor, there is no way to be able to see what we see in the day. Are all the navigational lights working and are all the buoys in place? Have lights been changed or moved, or a new breakwater built that's not on the chart? Where are unlit boats anchored? Etcetera, etcetera. Wait for daylight and nighttime sailing will be a good experience rather than an avoidable accident.

Things That Go Bump

Some things cannot be anticipated. If you hit a submerged object hard enough, it will hole the boat and water will enter quickly. This is something that is very unlikely to happen, but it is really not something you can avoid. If you cannot see at night and the object is mostly sunken, you are going to strike it.

If you do, assess the damage immediately. You must know what assessing means and you must know in advance who will do the assessing. If the water can be stemmed by plugging the hole and changing the tack to put the hole on the "high side," great! If, however, the water is coming in too fast for pumps to keep up, the dinghy, overboard raft and overboard emergency bag must have been prepared before you left shore. Everyone must have been briefed on who would do what in such an emergency. Everyone must know who gives the order to launch the liferaft, how it will be tethered and whether the dinghy will also go with you. Some skippers do not like to do emergency briefings, as they say it scares people, yet every time you board an airplane they go through it.

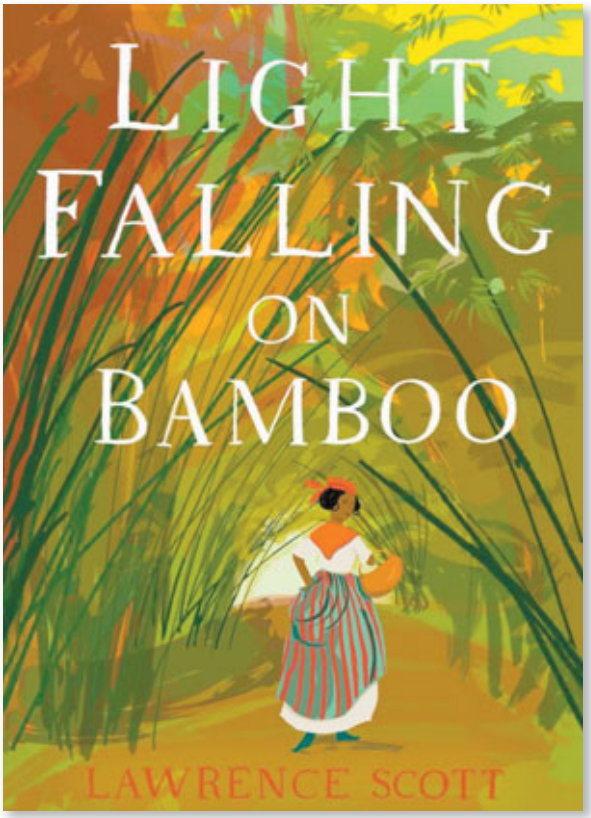
If you are to sail at night, many of the same procedures and preparations applicable to sailing during daylight will be in effect, but you must acclimate to dealing with the same challenges "blindfolded."

Once you are accustomed to nighttime sailing, your range of cruising possibilities will increase and you will move with greater ease and more confidence.

Frank Virgintino is the author of Free Cruising Guides, *http://freecruisingguides.com*

BOOK REVIEW BY J. WYNNER

An Island to Give to the World



Light Falling on Bamboo *by Lawrence Scott, Tindal Street Press, 2013 Edition, 461 pages, ISBN 978-1-78125-158-4*

Renowned for his 'Bamboo Cathedrals', Trinidad's 19th century painter Michel Jean Cazabon, whose collection is exhibited in an air-conditioned room of its own on the top floor of the National Museum in Port of Spain, is resurrected in Trinidadian author Lawrence Scott's historical novel *Light Falling on Bamboo*, in which the duality of Cazabon's art and personal life becomes the subject of fiction.

Though set in a turbulent period, Scott deftly describes his protagonist's paintings, evoking gentler landscapes of Trinidad's bygone era just after the end of slavery. Though the scenes are tranquil, they belie the disquiet of the island's populace. The novel depicts racial tensions and the prejudices of the white planter class and social elites towards the former slaves, free coloureds and imported labour from Calcutta.

Scott starts his narrative with the artist at his dying mother's bedside in Trinidad, having left his French wife and two children in Paris. With her dying breath his mother tells him, "Keep true to her, your wife." But: *They were an ocean away. They were a fortnightly packet-steamer away, one that would bring Louise's letters to him.*

His mother spoke even more strongly before she died, telling him, "And you have work to do, darling, painting to paint, an island to give to the world, a people whose dignity you must be proud of when you place them in their own world. Don't forget where you've come from. Don't forget the ideas of freedom that have carried us this far. Don't forget the republic we seek in this corner of the world." And so, with his mother's words are planted the dual seeds of Cazabon's personal life and of his art for our story.

Cazabon is a man of mixed race from the planter class, though he proclaims being "a painter not a planter". Educated in England and Paris, he is a man very much at odds with the situation in which he finds himself. He has returned to his island home to try to find a place in Trinidad's changing but still thorny society.

Michel Jean had longed for his island, despite how it had been complicated by the trade, remembering his vow as a boy to return and paint what he saw there in his own valleys and his own hills...

But Cazabon does not get along with his father, two sisters and Joseph, his brother. *Michel Jean's bohemianism had been reported to the family over the years. His youthful capers were frowned on by his sisters with their arched eyebrows... And Joseph's sneer: 'Artist my arse! Travelling companion!'* — the traveling companion being his school buddy Fitzwilliam, with whom he had an intimate relationship while traveling through Italy. *'He should come home and do some proper work. Make a living instead of wasting the family money.'* So, Cazabon must teach art students and take up commissions to support himself, and send money to his wife and children in France while waiting for his mother's estate to be settled.

The people who want his services and can pay handsomely are the English colonialists at the highest echelons of power: the Governor Lord "Ping" Harris; James Wildman, who is the Governor's cousin and also his secretary; and the governor's friend Hardin Burnley, a millionaire planter. *This millionaire planter was not interested in his painting but in owning his paintings...* Nevertheless Cazabon must paint the landscapes the wealthy planter and the Governor want him to paint.

Wildman wants Cazabon to teach him to paint. So does Elizabeth Prowder, a young, married English woman. With Elizabeth's every lesson, his desire for her grows, though their relationship is never consummated.

But even before Elizabeth Prowder comes into his life, there was his childhood intimacy with Josie, his illegitimate half-sister, who was the inspiration for him to want to paint native women as empresses, and whose love for him remained faithful to the end — even still living in the same house with Ernestine, her mother, and Cazabon when he brought his wife and children from Paris.

Yet another of his liaisons was Augusta, his 'Black Venus', firmly in the grip of her ageing and repressive master, Hardin Burnley, whom Cazabon met when he took up Burnley's commission to do paintings of his Orange Grove estate.

And so, with his exquisite writing, Scott imagines a life for Cazabon, of whom he says in his author's notes, "Very little is known about the man himself beyond that which can be read in his many paintings." It is perhaps in the very paintings Scott so skillfully describes that readers grasp the essence of Cazabon, the essence of what makes him tick. It's that love for the light he so dearly delighted in capturing in his paintings — the light falling on bamboo.

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BUSY KIDS, HAPPY KIDS

Part One:

How To Keep Children Engaged While Underway in the Caribbean

by Nadine Slavinski

Sun and fun — on the water, on the beach, and around the islands. Sailing in the Caribbean can be a dream come true: a chance for families to slow down and gain priceless time together. But remember, Mom and Dad's (or Grandma and Grandpa's) idea of fun and a kid's idea of fun can be two vastly different things. For adults, sailing represents the chance to relax and escape the daily grind. Kids, on the other hand, equate relaxing with boredom. Ideally, we as sailing parents should be prepared with ideas that will not only keep the kids busy, but tuned in to sailing and their surroundings.

Whether you're chartering for a week, hosting the grandkids for a visit aboard your floating home, or sailing for an entire season or more, the ideas described here will help keep kids active and engaged in their Caribbean experience. Some of the pastimes listed here are active and exciting pursuits, while others are quieter and more contemplative. Most can be done on a basic level with very young children or turned into a more involved challenge for older kids. None require a lot of preparation or materials; just get up and go!

Activities for Underway

Sailing for hours from harbor to harbor quickly bores most kids unless they're involved in operating the boat: steering, trimming, raising the sails. But even this can grow monotonous for young minds, and the kids will soon be seeking stimulation elsewhere. A second problem is that the sheer size and forces on most cruising boats make it difficult for younger kids to be involved safely. Our young son couldn't even see over the dodger of our 35-foot sloop on our first Caribbean cruise! For him, steering meant constantly eying the compass. Not exactly a barrel of laughs, much as he liked the responsibility.

Luckily, there are many other ways to keep the kids involved in boat operations. Hourly logbook entries are one, since even very young children can learn to make weather observations, read a barometer, check the GPS, and even plot a position on a chart. Yes, that's right — a good old-fashioned chart, one with a large enough scale that gives a gratifying feeling of progress. While sailing, kids can measure the distance to the next anchorage, learn various GPS functions, and estimate true wind speed and direction — all of which reinforce broader skills they'll have picked up or will soon be addressing in school (measurement, estimation, land features, etcetera). Referring to charts frequently will also help a child learn the geography of an area, helping them develop a sense of what "the Caribbean" really means.

Another way of keeping kids tuned in to sailing is to assign them the task of making a movie — not just filming various clips, but editing them into a movie that chronicles a specific aspect of the trip. They might focus on "a typical day aboard," capturing a bit of everything from breakfast and weighing anchor to sailing, lunch, and evening activities on board. Alternatively, your young cinematographer might choose to film an original story, spoof a television program, or make a sailing how-to. Anything goes! To develop organizational skills at the same time, have the kids approach this in multiple steps, such as brainstorming what they should include and outlining their movie before actually moving on to production (a process similar to outlining an essay). Make the assignment as specific as possible, such as: make a three-minute movie in which no single clip runs longer than 15 seconds, with different transitions between segments and a credit section at the end. If your kids aren't already familiar with self-editing software like Microsoft Movie Maker, they'll quickly learn a new skill since most of these programs are self-explanatory. Not only is moving-making a fun activity, it also creates a nice souvenir of your trip.

Another way of keeping kids tuned in is to assign them the job of monitoring resources at your disposal. How much water do the tanks hold? What is the battery capacity on board? What about fuel? A boat equipped with solar or wind power connected to a charge control unit has the makings of a thought-provoking lesson. Watch what happens when the sails shade the solar panels or when a burst of wind hits the wind generator. See (or even graph) how input varies as conditions change or at different times of day. We bought our son his own small solar panel with which to charge his electronic devices. There's nothing like limiting a previously unlimited resource to teach a child the value of an amp! Our son learned how to position the panel and how to ration his power use so that his Kindle and MP3 player stayed charged. It's a valuable life lesson in renewable energy sources and energy consumption, available for under US$50. A side benefit we as parents appreciated was the natural cap this placed on the time he could spend on his devices. Once the power was out, he had to get out a book, build Lego, or just get creative with whatever he found on board.

Very young children will enjoy designing and making things to tow behind the boat. Start by chopping a foot-long section off a foam swim noodle. Then carve and decorate it into, say, a sea dragon. Run a line through a hole in the noodle and you'll be ready to launch and tow your creation.

—Continued on next page



Even very young children can learn to make weather observations, read a barometer, and plot a position on a chart







Nadine Slavinski is a parent, sailor, and Harvard-educated teacher. She recently returned from a three-year cruise aboard her 35-foot sloop, Namani, *having sailed from Maine to Australia together with her husband and young son. She is the author of* Lesson Plans Ahoy: Hands-On Learning for Sailing Children and Home Schooling Sailors, *as well as two upcoming sailing guidebooks (look for* Cruising the Caribbean with Kids *and* Pacific Crossing Notes, *both available in February 2015) in addition to* The Silver Spider, *a novel of sailing and suspense.*

Visit nslavinski.com for more information and free resources on home schooling.

Clockwise from top left: Climbing the mast with a safety harness and belay is another way to broaden a young salor's horizons; reading aloud provides a family bonding experience that also inspires the imagination; steering is fun in short stretches

—Continued from previous page

On day two, you can use the next section of swim noodle to carve something else, like a sea serpent, and have the two monsters race. On day three, you can make a crocodile. On day four… well, you get the picture. Alternatively, have the kids collect sticks, twigs or popsicle sticks on land and later build a miniature raft to tow while you're underway to your next destination. The more complex the construction, the better. All of these creations have their own special style of movement and opportunities for tweaking for perfection. The latter is an important point: encourage your kids to improve each design rather than seeing things as one-time, one-try, disposable entertainment. After all, being on a boat is the perfect setting in which to encourage longer attention spans and a tinkerer's approach. You never know how those skills might someday pay off.

A quiet activity all family members will enjoy is simply reading aloud — either during a passage or during an evening at anchor. In our modern era of multiple stimulations, it's nice to slow things down and have everyone concentrate on a single voice. Soon a hush will fall over everyone, allowing a family bonding experience that also inspires the imagination. Each member of the family can read a few pages, then pass along the book for the next reader. Our family has very strong memories of reading the *Adventures of Sherlock Holmes* on many a tropical night, our spines tingling from the creepy tales, as well as the times we laughed ourselves silly over a comical Cornelia Funke tale. In the end, it's all about being together and sharing.

Next month: Activities for Time at Anchor.



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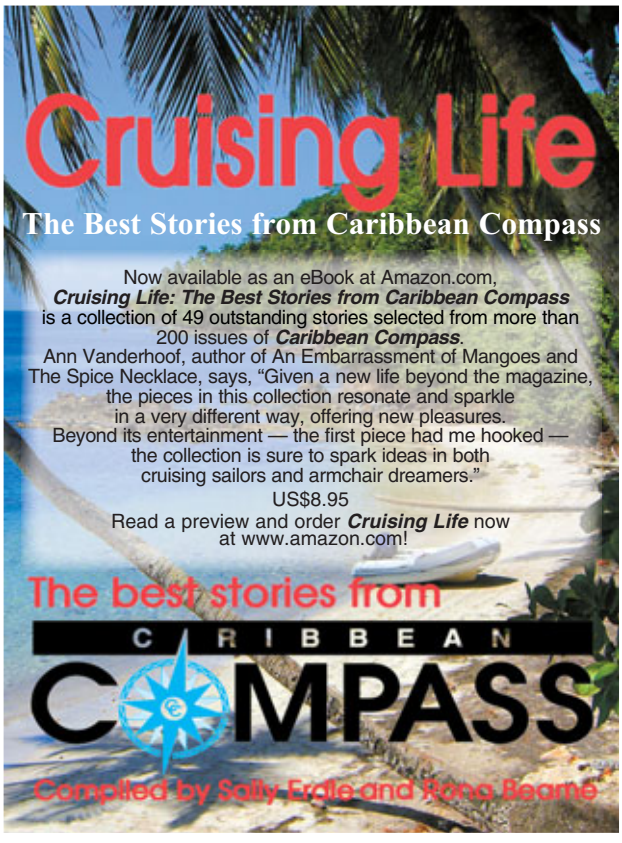
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SALTY'S BEAT BY NATHALIE WARD

Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea. He doesn't need a passport because he's an international citizen! This month, he tells us more about his friends the sea turtles.



Protocooperation The Big Dig in the Life of a Hatchling Sea Turtle

Hatchling **sea turtles** use a **caruncle**, a specialized egg tooth, to help break free of the eggshell that has been their home during early development. The caruncle disappears shortly after hatching. Once the **hatchling** breaks free of its shell, it begins the long process of digging its way to the surface. Movement caused by breaking free of the eggshell elicits such behavior in adjacent unhatched eggs.

After the hatchling breaks through the eggshell, the various fluids drain away, creating an individual air space. As more and more eggs hatch, a volume of shared air space surrounds the emerging hatchlings, who, simulated by jostling and hatching **siblings** on all sides and instinctively aware of which direction is "up", start to wiggle and dig toward the surface in a rare example of cooperation among individuals. The hatchlings move upward as a group through the sand. The shared air space moves with them, as the sand is moved from above to fill the empty chamber space below. This act of social facilitation (also referred to as **protocooperation**) results in the majority of hatchlings reaching the surface at once.

The journey to the surface is a difficult one, and may require several days to complete. The hatchlings work in bouts, relying on spurts of energy that, once depleted, leave the little turtles quiet and resting. As a fresh supply of **oxygen** flows into the nest from the surrounding sand, the hatchlings are re-energized and make another spurt of progress. Once near the surface, the heat of the sand has an immobilizing effect on the hatchlings. This is Nature's way of keeping them from exposing themselves during the heat of the day, minimizing both heat stress and predation. In the late afternoon and the early evening the sand cools quickly, and this is the primary period of hatchling emergence.

PUSZTAI



The Life of a Hatchling: Word Scrambler

Unscramble the words below that are **bold** *in the text.*

SCRAMBLE	ANSWER
1) cucralne	_____
2) ahitcnlhg	_____
3) lsnigsbi	_____
4) oonttioacppeoorr	_____
5) nyeoxg	_____
6) lrutatese	_____

FARNHAM



LOOK OUT FOR...
Manchineel Trees Really, Just Give Them a Wide Berth!

by Lynn Kaak

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

When the *Guinness Book of World Records* refers to a tree as "the most dangerous in the world", this is a clear indication that this is a tree that you REALLY don't want anything to do with. Commonly found on beaches throughout the Caribbean, the manchineel tree, *Hippomane mancinella*, has very few redeeming qualities.



The first things to look out for are the very identifiable little green apples. Do not eat them. While they may not actually kill you, the reaction of your body to them is not something you want to endure. A radiologist from the UK once decided to enjoy the apples, and her blog post about it describes the ordeal in quite some detail. She started with a peppery feeling, which then progressed to a burning, tearing feeling with the sensation of a lump in her throat, which became even worse. Swallowing solid food was a misery, and it took about eight hours for the sensations to subside. This woman is not alone. As you enter Nelson's Dockyard in Antigua from the parking lot, there is a sign stating "Do Not Eat. Poison" with the skull and crossed bones emblem. Before that sign was posted, tourists were sent to hospital about once a week, on average, for eating the manchineel fruit. A cruiser was found with a bag of the apples that he was taking back to his boat to make smoothies. Christopher Columbus referred to the apples as "manzanita de la muerte", the little apple of death. There are reports that some of the natives of the Caribbean would lace food for the European visitors with manchineel apple to "discourage" them from hanging around.



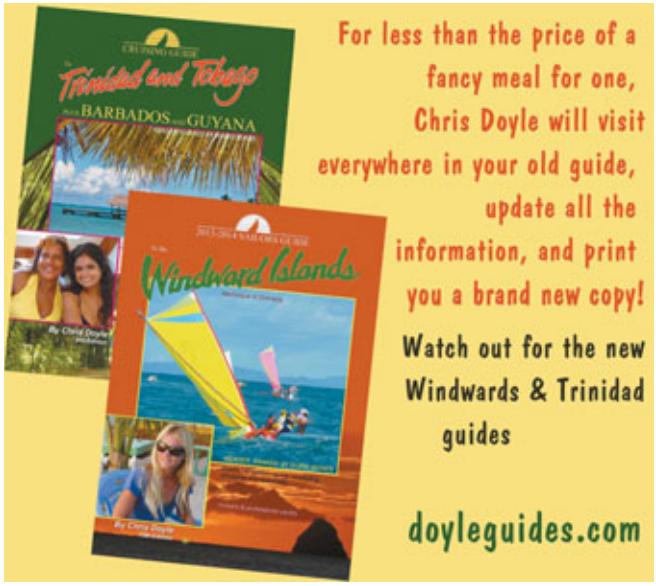
The apples are the least of your possible worries with this tree. While the tree looks like it would be a wonderful place to hide out from the rain, getting wet is a far better option. The rainwater dripping through the leaves of this tree can pick up enough of the caustic sap to cause blisters, swelling, chemical burns and just generally wreck your day, or week, more than wet clothing would. The indigenous Caribbean people, and those of Florida, were known to dip arrow tips into the sap, so that even a flesh wound could be a very big problem: this is apparently what ended up killing the Spanish explorer Ponce de Leon.

The bark is also not benign. Getting the smoke in your eyes if you try to burn it could result in temporary, if not permanent, blindness.

You might think such a noxious tree would have been exterminated by now, but about the only good thing the manchineel trees do, with their root systems, is prevent coastal erosion. Fortunately, in many of the Eastern Caribbean countries a red, or sometimes blue, stripe is painted around the trunk. However, this is not a universal precaution. Look for shrubs or trees with shiny oval leaves with tiny serrations. The bark is reddish to greyish brown, and is cracked-looking with deep furrows or crevices. There can be small yellowish flowers, but the small green apple-like fruits are much more noticeable and are the signature of the tree. It tends to live along the seacoasts and by brackish waters — the kind of places that cruisers often go.

The tree isn't entirely bad. The dried wood has been used for years, and there is a species of iguana that seems to be immune to the tree's "charms" and can happily live in the trees and enjoy the fruits. But for us mere humans, this tree is bad news.





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by Jim Ulik

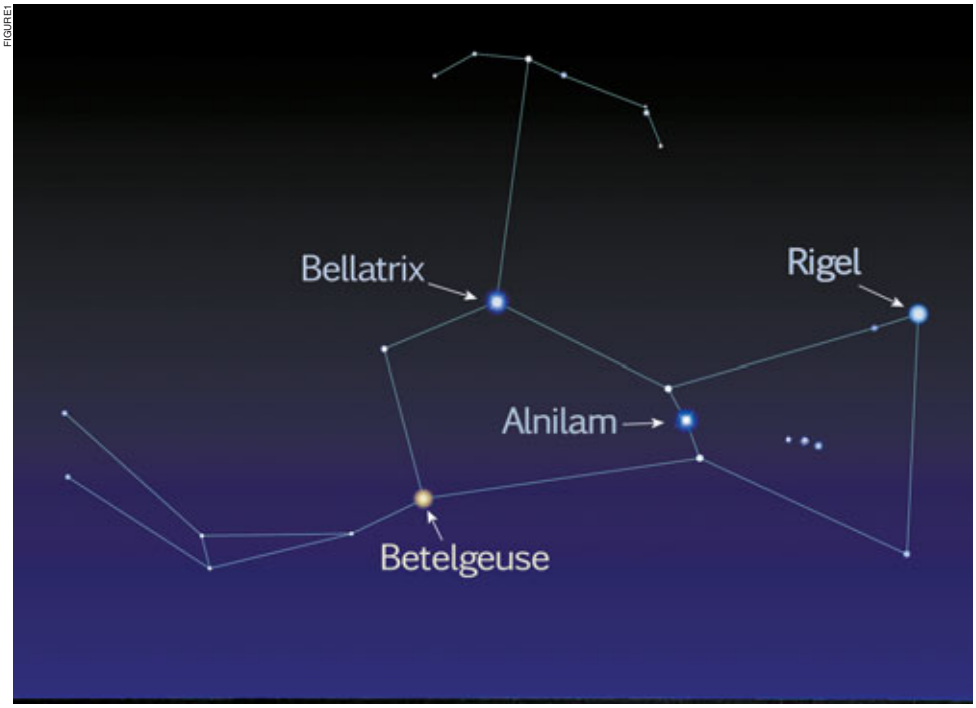
Have a rum and contemplate the sky. That may be a way to spend your Happy Hours this month. The naked-eye celestial events are taking their annual hiatus, at least from our perspective in the Caribbean Basin. Most of the planets that we saw throughout the night during the summer are now overhead during the daylight hours. Most of the conjunctions between the planets, stars and/or Moon will occur either during the day or when these bodies are on the opposite side of the Earth.

There were a number of major historical events relating to astronomy or space that occurred during this time period. One of these events occurred on January 18th, 1778. That is when Captain James Cook navigated to the Hawaiian Islands (sailing past Oahu and landing on Kauai) aboard the *HMS Resolution*. He discovered that the Polynesians had already discovered Hawaii. What does that have to do with astronomy? Celestial navigation. On that famous voyage William Bayly was the ship's astronomer. Bayly was equipped with a supply of navigational equipment and the chronometers used for time keeping to help determine longitude. Taking a sight of the Sun or Moon from the deck of a pitching and rolling boat is hard enough but seafaring cultures around the world also used the stars for navigation. Bayly just happened to be part of a well-known voyage where he used celestial objects for navigation and undoubtedly used the stars of Orion to navigate the sea. Even with the Milky Way as a backdrop, Orion is the most brilliant constellation in the night sky especially during the winter months. Because of the stars' brightness in this piece of sky all ancient cultures had some combination of the stars, in whole or in part, that now make up Orion named as a constellation. Last issue I covered some of the many deep-sky objects in Orion. But Orion also contains four of the 57 stars (58 including Polaris) that are used in celestial navigation. The four stars used in celestial navigation are Alnilam, Betelgeuse, Bellatrix and Rigel. Look at Figure One for their locations in the constellation.

The name Alnilam comes from an Arabic word that aptly means "the string of pearls". This star is the fourth brightest naked-eye star in the constellation Orion and the 29th brightest star in the entire sky. It is growing in size and will soon become brighter than Betelgeuse. On the other hand, Betelgeuse is one of the largest stars at four times the diameter of the orbit of Mars. And it is one of the most luminous stars known — 7,500 times brighter than our Sun. The star is expected to explode into a supernova, leaving Orion with a blown-out shoulder. Betelgeuse is the second brightest naked-eye star in Orion and the ninth brightest star in the sky. Bellatrix is the "Amazon" or female warrior star. It is the third brightest star in Orion and ranks at 26th in the entire sky. It is 7,000 times brighter than our Sun. Rigel shines 40,000 times brighter than the Sun. Rigel gets the trophy as the brightest star in Orion and it is ranked seventh among all other stars.

—Continued on next page

FIGURE 1



Orion contains four stars that are used in celestial navigation



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—*Continued from previous page*

For those not familiar with celestial navigation, it is easy to find your latitude by using Polaris in the northern hemisphere. Find Polaris and determine how many degrees it is above the horizon. Estimate or measure that angle in degrees and you will know what latitude you are on. Figure 2 shows the location of Polaris using the Big Dipper asterism that is found in the Ursa Major constellation. Asterisms are star patterns that are not the traditional constellations.

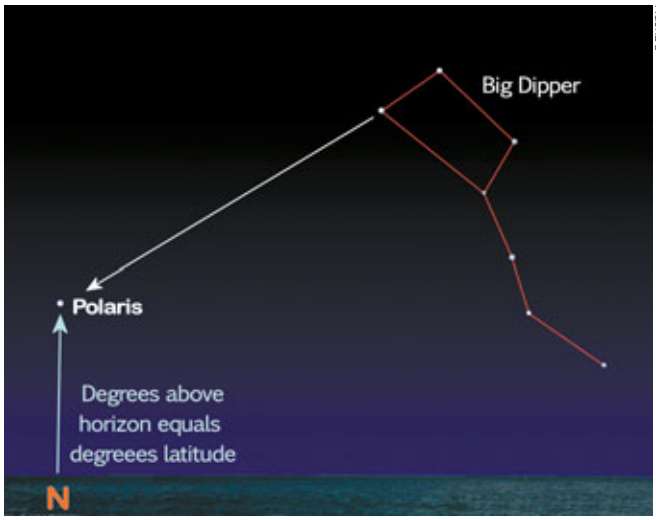


FIGURE 2

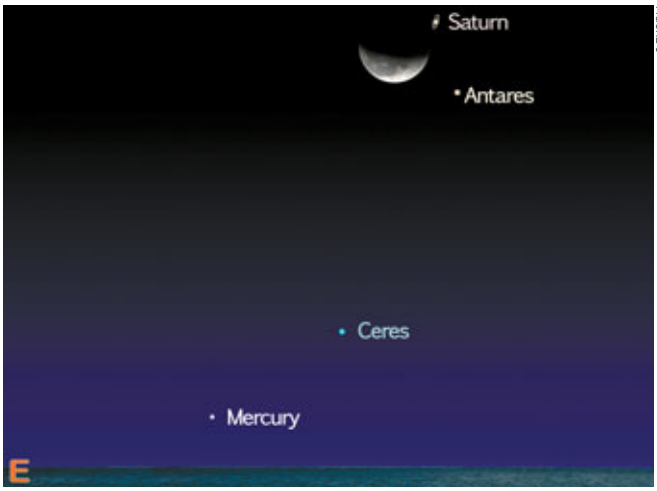


FIGURE 3

Figure 2
The location of Polaris as found using the Big Dipper on January 17th at 2359 hours

Figure 3
Conjunction of the Moon and Saturn near Antares on February 13th at 0530 hours

Tuesday, January 20th
The Moon reached its closest position (perihelion) to the Sun yesterday. Even though you can't see it, the Moon will rise today at 0621 hours and reach its New Moon moment at 0914. So watch those tides and currents.

Thursday, January 29th
To aid in star identification, you can find the Moon near Aldebaran in Taurus. Aldebaran, another star used in navigation, is the "eye of the bull".

Tuesday, February 3rd
About one hour after the Moon sets it will reach the Full Moon phase. The Full Moon will occur at 0709. You can see the Moon when it rises at 1803. Today is also a cross-quarter day that marks the halfway point between the winter solstice and the spring equinox. The Sun will cross 16.5 degrees south latitude at solar noon (1220 hours) on its way north to the equator. Of course, this apparent motion is caused by the Earth rotating on its axis around the Sun. The Sun is not moving in the solar system.

Thursday, February 5th
The star Regulus will split the distance between Jupiter and the Moon. Regulus, in the constellation Leo, is also a star used in celestial navigation and it is the "heart of the lion".

Friday, February 6th
Jupiter will be at its closest approach to Earth. Watch for Jupiter to rise at 1806. Even though the Moon is near full, Jupiter will still show very bright in the sky all night long. It might also be a good time to find the moons of Jupiter with a pair of binoculars.

Friday, February 13th
Well, it is another Friday the 13th. If you decide to get out of bed this morning you can see a conjunction between the Moon and Saturn. Both objects will be near the claws of the constellation Scorpius. Look for this event anytime between 0130 and when the Sun rises at 0629.

In the News:
The spacecraft DAWN has studied the asteroid Vesta and is now heading to orbit and explore the dwarf planet Ceres. DAWN will arrive at Ceres in February. Ceres has a pure-water ice surface and an atmosphere. Both Vesta and Ceres are the two

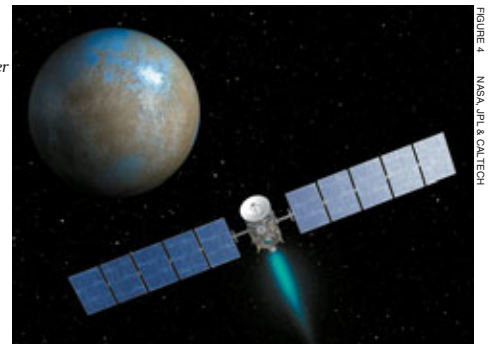


FIGURE 4 NASA, JPL & CALTECH

Figure 4
The spacecraft DAWN is placed in orbit around Ceres

oldest and most massive objects in the asteroid belt. Look back at the September 2014 *Compass* (www.caribbeancompass.com/online/september14compass_online.pdf) for the size of Ceres compared to the area of the Caribbean Basin. The mission is managed by the Jet Propulsion Laboratory (JPL) and its 16 other partners for NASA. Dawn is the first Discovery mission to be powered by ion propulsion or solar electric ion thrusters.

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

Jim Ulik is a photographer and cruiser currently based in Grenada.



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WE SHIP AROUND THE WORLD!

Cruising Nutrition on a Budget

by Shirley Hall

Cruising has become a costly business. One major tip on saving money is this: eat on board and eat nutritious foods. This will keep money in your cruising kitty and your body healthy. I believe everyone, no matter where they live — even on a boat — can grow some vegetables in containers. Tomatoes, various kinds of peppers, and herbs can easily be grown in adequate sunlight. A small cockpit or galley garden will save you money and make your meals tastier. But of course you can't grow everything, so keep healthy by eating fresh fruits and vegetables you buy from vendors and markets. Your daily journey ashore can be to locate the rest of that evening's dinner.

Eating healthy on a budget can be simple. Daily, eat a variety of the food types — carbohydrates, proteins, fats and fiber — to ensure getting proper nutrients. Fruits and vegetables, especially legumes, are the best source of fiber. Fruits should be eaten whole, or juiced in their entirety, to ensure you benefit from their nutritious properties. Calcium helps your bones to stay strong. Some non-dairy foods that contain calcium are leafy greens such as spinach and pak choy. Vitamin D aids calcium to keep bones healthy. Sunlight provides the best vitamin D, but watch out for overexposure.

I have a big word for you: 'phytonutrients'. Phytonutrients include all of the unique substances that give foods their brilliant colors, their delicious flavors, and their unique aromas. They are also the nutrients most closely linked to prevention of certain diseases. Carotenonids and flavonoids are two of the largest groups of phytonutrients, and there is no food group that provides them as plentifully as vegetables. The phytonutrients in cruciferous vegetables such as broccoli, and in root vegetables such as onions and garlic, are reportedly unique when it comes to decreased risk of certain cancers.

Next, learn to cook! More than anything, that will keep money in your cruising kitty and nutritious food on the table. Ask the vendors and other folks in the market to tell you about unfamiliar Caribbean fruits and vegetables. They'll be happy to share their knowledge and their recipes. Meanwhile, try these:

Vegetarian Shepherd's Pie
1 carrot, chopped
1/2 Cup broccoli, chopped small
1/2 Cup cauliflower, chopped
1/2 Cup green beans, cut up
1/2 Cup green pigeon peas
1/2 Cup fresh mushrooms, sliced
4 Tablespoons butter, divided
1/4 Cup flour
1 Cup vegetable broth
2 Tablespoons fresh or dried sage
1 Teaspoon cayenne pepper
salt to taste
4 potatoes, boiled, salted and mashed
1/2 Cup grated cheddar cheese

This ingredient list is a suggestion; almost any combination of vegetables will work.

In a suitable pot, combine all the vegetables and steam until tender. In a large saucepan, combine two Tablespoons of the butter with the flour and vegetable broth. Cook, stirring until the sauce begins to thicken, and then add seasonings. Mix in the steamed veggies. Grease a suitable baking dish liberally with the remaining butter and spread the vegetables evenly. Cover with mashed potato, sprinkle with grated cheese and bake at 375°F for 40 minutes or until lightly golden.

Vegetable Stuffed Peppers
6 large green bell peppers
2 Cups cooked pinto beans (canned is fine)
3 Cups corn kernels (canned is fine)
1 medium onion, minced
1 clove garlic, minced
1/2 Cup grated cheddar cheese
1/2 Tablespoon olive oil
3 Tablespoons tomato sauce (ketchup is okay)
1/2 Cup water

Cut off tops of green peppers. Remove seeds and inner ribs. Immerse peppers in boiling water and cook for five minutes. Remove peppers and place upside down on paper towels. Drain and cool. In a medium size bowl, combine remaining ingredients except for tomato sauce and water, and mix well. Fill each pepper. Put filled peppers (open side up) in a baking dish. Mix tomato sauce and water and pour over peppers. Cover with foil and bake for 20 minutes at 375°F.

One Pot Potato Curry
1 Tablespoon vegetable oil
1 medium onion, chopped
1 clove garlic, minced
1 large potato, chopped small
1 eggplant, chunked
2 seasoning (pimento) peppers, seeded and chopped
1 hot pepper, seeded (optional)
2 Tablespoons curry powder
1/4 Cup vegetable stock
1 Cup coconut milk
1 Tablespoon chopped chadon bene

In a large frying pan heat the oil; add the onion, garlic, and potato. Cover and cook over a low heat for five minutes until the potato starts to soften. Add the eggplant and peppers and cook for a few more minutes. Stir in the curry powder; pour in the stock and coconut milk. Bring to the boil, then simmer for ten minutes or until the potato and eggplant are tender. Stir in the chadon bene and let sit covered for five minutes. Serve with rice or pasta, Trinidad style.

Easy Roasted Veggies
A large piece of West Indian pumpkin, chunked
2 large potatoes, chopped small
1 eggplant, chunked
2 sweet peppers, seeded and chunked
1 medium onion, chopped
3 cloves of garlic, minced
1 Tablespoon each of oregano and basil
salt and pepper to taste
4 Tablespoons olive oil
4 tomatoes, chopped small
1 Cup cooked channa (chickpeas)
1/4 Cup tomato sauce
1/4 Cup water
1 tablespoon chadon bene, chopped small

Put all vegetables except tomatoes and channa (chickpeas) into a large baking dish. Stir in oregano, basil, salt and pepper and olive oil. Bake at 350°F uncovered for 45 minutes, stirring twice, until the vegetables are roasted and brown around the edges. Add tomatoes and channa. Pour in tomato sauce mixed with water and continue to bake for 20 minutes. Stir in chadon bene and let sit for five minutes before serving.

Shirley Hall is the author of *The New Caribbean Home Garden Handbook*



CUSTOMS AND CIVIL RIGHTS

Dear *Compass*,

Regarding the Letter of the Month in November's *Caribbean Compass*, everyone who reads it feels sorry for the crew of *Zephyrus* for their treatment. The "man in the shorts and flip-flops" was completely off base and should have received a real bollixing from his boss, but who knows, he may have been top dog in Customs at St. Thomas, USVI.

Unfortunately, since the search of *Zephyrus* was obviously a US Customs operation, the crew complaining about the violation of their civil rights — specifically the Fourth Amendment right that prohibits unreasonable search and seizure — is a complete waste of time.

In university I majored in American History. The only thing that Jefferson and Hamilton agreed on when writing the US Constitution was that Customs excise duties were the only source of revenue for the Federal Government to be. Thus, they both felt that Customs officers' actions should be protected by being outside of the Bill of Rights.

On suspicion of smuggling, Customs can enter and search your boat in search of smuggled goods, no warrant needed. Even if they find nothing, they are under no obligation to repair any damage they might have done. They can arrest you on suspicion of smuggling, and hold you almost indefinitely without charging you.

When dealing with US Customs, at times they can be difficult, but do not give them a hard time as they can become impossible!

Don Street
Formerly of *Iolaire* and *Li'l Iolaire*

MYSTERIOUS VESSELS

Dear *Compass*,

A great deal of anxiety is transferred among cruisers with regard to suspicious vessels, so I thought I would share a recent experience my husband, Andy, and I had on our passage from Beaufort, North Carolina, to St. Maarten. We were some 400 miles north of the Dominican Republic, sailing along nicely at about 0300 hours, when I saw the lights of a vessel off the port bow. I slipped down below to check the AIS but there were no images on the screen. Back on deck I continued to watch the vessel, which was not showing the usual navigation lights, but seemed to have some rather odd ones. It was also on a meandering course, wandering back and forth across our bows.

I am lucky enough to have some night-vision binoculars, and a quick glance showed a ship with a profile not unlike a large superyacht, but with a few more angles and sticky-up bits. As it got too close for comfort, and I was still unable to determine its course, I woke Andy up to tell him I was putting out a call on VHF channel 16 asking the vessel to respond.

The reply was almost instantaneous:

"This is the United States warship 123," came the crisp response.

"Thank you, ma'am," I replied. "You are not showing on our AIS."

Silence.

As the ship steamed away from us, the only lights it was showing were two bright green lights on the stern, rather like headlights, if you know what I mean, but on the stern and glowing green.

So not all mysterious vessels are up to no good!

Kind regards,
Linda Lane Thornton
S/V Coromandel

BAD BEHAVIOUR IN A MARINA

Dear *Compass*,

From time to time, our nomadic life is interrupted by the bad behaviour of other cruisers. While on a mooring or at anchor, cruisers may have quite a private existence. What cruisers do in or on the privacy of their own boat is largely private, but when it is displayed in public — on the docks or on the deck of their boat in a marina — this is a different issue.

A month ago in a marina, a man duct-taped his drunken wife to the stanchions and toerail of their sailboat because he wanted to go drinking with his buddies without her. Naturally, her cries for help were answered by people on a neighbouring boat on the dock and the police were called. When the police arrived and started to investigate, this drunken woman became so belligerent, grossly insulting everyone present — including the marina manager's wife — that the boat (with occupants) was thrown out of the marina. Surprisingly, no charges were laid, but it was still very odd behaviour.

Recently, a couple was next to us on the marina dock for nearly a month. They had a 42-foot catamaran, berthed with the stern facing the dock. The couple onboard regularly showered naked in the cockpit, but he, in particular showered an additional several times a day on the stern, naked. Why? I don't know. There are perfectly good, clean showers with hot water in the marina complex. In the privacy of your cockpit, I don't have a problem with cruisers showering, but on the stern, in daylight? On the transom step of his catamaran, while showering naked, he was only one footstep away from the dock! In fact, the man became so carefree that he pranced about naked on the foredeck (washing the decks, filling buckets, straightening lines, etcetera) at any time of the day and for as much as an hour at a time. I hate to be judgmental, but I don't believe that this display of public nudity shows good judgment while in any marina, particularly in Colombia. Would it be acceptable in Miami, or Marseilles? I don't think so. Cruisers, of all flags — please clean up your act when in foreign countries, and don't carry on as if you're untouchable, hiding behind your foreign flag.

Wade Alarie
S/V Joana

HERE'S TO YOU!

Dear *Compass* Readers,

As the season begins here in the Caribbean Sea and sailors take to the open ocean...

I want to start the season by acknowledging sailors, mariners and seafaring individuals across oceans around the world by giving thanks. Not just any "thank you", but a form of appreciation, a sign of respect that often gets missed.

The sea has many tricks up its sleeve that have led to many mishaps on the big blue. While some could be avoided, with others it is a matter of dealing with the elements of nature. But what it really comes down to are the men and women who are responsive to this nature. The people who see what others choose to overlook, and to help. These are the people each year who go out of their way to lend a helping hand, risking their lives for the sake of another life. That natural instinct sailors and mariners have. That quick unselfish reaction to rescue.

Living and growing on the water, I quickly learned that helping others is the way of the sea. A way of karma. There have been many times on the ocean where we have come across people who need help, even rescuing. From local fishermen being taken out to sea in shark-filled waters, to rescuing an inexperienced windsurfer who is nearly drowning under his sail, to a sailboat dragging two anchors in 40-knot winds and four sleepy sailors in a bay filled with boats in the middle of the night. All real. All were instant reactions.

The sea is where no day is ever the same, unpredictable as each wave. We venture out into the unknown, keeping an eye out for each other, simply caring for the wellbeing of another soul. This season as we head out into the big blue, with each helping hand let us give thanks. Thank you to all of the unknown silent heroes on the open ocean. For not only a sailor, but a person of the sea where unspoken adventures are justified by action, not words. The ocean can be unforgiving yet one must always carry strength and courage to overcome the nature's challenges. Never knowing what the other person has been through at sea, we must always show respect. Respect the ocean, the life in it and the people on it. Creating friendships, bonding with the elements. As deep as the ocean we give acknowledgement, here's to you, me and the open sea.

Olivia Frank
www.SeaUsSailing.com

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Letter of the Month

GETTING STARTED IN ST. LUCIA

Dear *Compass*,

A couple of years ago, my partner, Ben, and I delivered a yacht from La Paz, Mexico to Panama. The boat was bound for St. Lucia. On board were the skipper and owner. Over the weeks of bobbing along the coast we spoke with the skipper about his life in St. Lucia and the plans he had for the yacht that we were delivering, a Choate 40, an old race yacht built in California. He mentioned that he thought it might be a great idea to have two of them in St. Lucia where they could race each other, giving people the opportunity to participate as crew.

Having sold our dive centre a few years before, we were looking for a new venture, so after Ben and I left the yacht in Panama we went to check out St. Lucia. We liked what we saw. We headed back to Los Angeles to catch our flight home to the UK and while there took a look at a 1981 Choate 40 that was for sale and had a full survey carried out. On returning to London, we decided to go for it. We bought the boat and trucked it to Galveston, Texas.

In Texas we spent weeks working on the engine and rigging and on a general overhaul of the boat. We were joined by a sailing friend, Emma, and the three of us set out for St. Lucia. After a sail across the Gulf of Mexico we pulled into St. Petersburg, Florida, as the engine that we had completely renovated had completely packed in. We spent over a month getting a new engine installed.

As it was coming up to Christmas, time was of the essence. We set off again, heading out through the Florida Keys and across to the Bahamas, through the chain to the Turks & Caicos, through the Dominican Republic, Puerto Rico and across into the BVI. By the time we arrived in Tortola it was time for Emma to head back to the UK. We had encountered some incredibly strong winds, played the night lees and had a serious run-in with US Immigration; now it was time for just the two of us to continue on down the chain of islands to St. Lucia.

We sailed straight to Nevis before hopping to Guadeloupe, Dominica and finally St. Lucia on February 15th, 2013. We were greeted by our potential business partner, who came out to meet us on his yacht.

Unfortunately, over the coming months it became apparent that the partnership wasn't going to work out. We had bought a boat and sailed it here, all on a whimsical idea. But I am a believer in things happening for a reason. It was time to take a new direction and continue to do something in St. Lucia.

We had been warned that setting up a business in St. Lucia would be a long process, and even though things did move slowly (and on more than one occasion the left hand didn't know what the right was doing), it was quite painless. We were given the name of a good lawyer who incorporated our business, and received our first official pieces of paper. Finding out which departments we needed and what we needed from them was the most difficult. Ben became friends with the lady at Maritime Affairs, as he spoke with her at least once every day for six weeks while trying to get a meeting with her boss to find out what needed to be done. We had submitted our business plan and we were waiting to outline our proposal. When we did finally get to see him, the meeting went very well and he seemed positive that our application would be granted.

Then came the Catch 22 situation. To start our business we would have to import the yacht, costing thousands of dollars. However, this wasn't a guarantee that we would get the go-ahead. The point was that it would be unfair to other boat-business operators if we were not St. Lucia registered. I agreed, but I would have preferred to get the go-ahead and then pay for importation. Anyway, we found a clearing agent and I informed him of some recent changes in yacht importation, of which he was unaware. The St. Lucia government has introduced a tax incentive for yachting businesses, as they want to attract more investors into the industry. Importation tax is now 15 percent of the value of the boat, which is assessed by their own valuations department, plus five percent as administration fees. We gathered all the sufficient paperwork and bills (including, unfortunately, the receipt for the new engine) and they took their valuation from this.

Once the importation was done we went back to Maritime Affairs and the waiting game began again. The proposal had to go to another head of department and he had to write a report and a recommendation. In the meantime we were told that we had to go to the Tourism Department for a licence. After many meetings and lots of photocopying of papers, the man offered to help us import the boat with the new tax incentives. I told him that this had already been done, and after much deliberation he said he didn't really think there was much that he could do for us. I think the main problem that we encountered was the fact that a new law had been passed and not everyone yet understood how it affected his or her department. I felt that there was a lot of time and effort wasted because they and we did not have all the correct information. I am sure that in the future this will be less of a problem!

We wanted to start advertising our business and have some brochures printed, but we were reluctant to spend money in case the Maritime Affairs department denied our proposal. But Ben spoke with his favourite lady at Maritime and she told us to go ahead and start advertising, so we took her word for it.

We had met quite a few friends in our time on the island and a lot of them were keen on learning to sail, so we were able to begin teaching courses aboard *Papagayo* around February 2014 and by the end of April the licence was finally in our hands. We had started the process around the middle of November 2013, so it was a good five and half months from start to finish, but we have operated businesses in Asia and Africa and compared to those areas, St. Lucia was a breeze. Yes, it did take a long time, but there was a process in place for everything, the people we dealt with were friendly and professional, and we encountered nothing untoward. This made the experience so much easier than other places. You just have to be patient.

Vicky Page
First 4 Sail
St. Lucia

CALENDAR

JANUARY

1	Public holiday or "recovery day" in many places (New Year's Day); Junkanoo parades in The Bahamas; SSCA New Year's Day Gam in Trinidad, www.ssca.org
1 – 4	St. Kitts & Nevis Carnival. www.stkittsneviscarnival.com
1 – 4	Crucian Christmas Festival, St. Croix. www.stcroixtourism.com/christmas_festival.htm
2	Public holiday in Cuba (Victory of Armed Forces Day) and Haiti (Founding Fathers' Day)
3 – 5	Public holiday in Guyana (The Prophet's Birthday)
4	FULL MOON
6	Public holiday in some places (Three Kings Day/Epiphany)
7	Start of Panerai Transat Classique Race, Lanzarote to Martinique. www.paneraitransatclassique.com
9 – 25	St. Barts Music Festival. www.stbartsmusicfestival.org
10	Public holiday in the Bahamas (Majority Rule Day)
12	Public holiday in Puerto Rico (Eugenio María de Hostos Day)
15 – 18	Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
16 – 24	Mount Gay Rum Round Barbados Race Series. www.mountgayrumroundbarbadosrace.com
17	Around Antigua Race. AYC
17 – 18	San Sebastian Vela Cup, San Juan, Puerto Rico. mteixidor@yahoo.com
19	Public holiday in Puerto Rico and USVI (Martin Luther King Day)
21	Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia)
21 – 4 Feb	Mustique Blues Festival. www.discoversvg.com/index.php/en/mustique/events
22 – 25	Bequia Mount Gay Music Fest. www.bequiatourism.com/bequiamusicfest
24 - 25	Interlux Regatta, St. Maarten. SMYC
24 - 25	Martin Luther King Regatta, St. Thomas, USVI. STYC
25	Public holiday in Aruba (GF Croes Day)
26	Public holiday in the Cayman Islands (National Heroes' Day) and the Dominican Republic (Duarte Day)
29 – 31	Jamaica Jazz and Blues Festival, Montego Bay. http://jamaicajazzandblues.com
29 – 1 Feb	SuperYacht Challenge Antigua. http://thesuperyachtchallenge.com
29 – 1 Feb	St. Barth Fun Cup
29 – 3 Feb	Grenada Sailing Week (yachts). http://grenadasailingweek.com
31	Puerto Rico Dragon Boat Festival. Ponce, Puerto Rico. www.puertoricodragonboat.com
31 – 1 Feb	Grenada Sailing Festival (workboats). www.grenadasailingfestival.com
31 – 1 Feb	Cruising Outpost cruisers' party, Road Town, Tortola. www.cruisingoutpost.com

FEBRUARY

1 – 8	Antigua Dragon Yacht Club Challenge. www.harmonyhallantigua.com/yacht-club
2	World Wetlands Day. www.ramsar.org
3	FULL MOON
6 – 8	Club Náutico de San Juan Int'l Regatta, Puerto Rico. CNSJ
7	Public holiday in Grenada (39th Anniversary of Independence)
7 – 8	Cruising Outpost magazine cruisers' party, St. Maarten. www.cruisingoutpost.com
8	Sailors' & Landlubbers' Auction, Bequia. www.bequiasunshineschool.org
13 – 15	Round Martinique Carnival Regatta. www.theroundmartinique.com
13 – 17	25th Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net/regates/24eme-semaine-nautique
14 – 15	Jolly Harbour Valentine's Regatta, Antigua. JHYC
15 – 22	Holetown Festival, Barbados. www.holetownfestivalbarbados.org/background.html
16	Public holiday in Puerto Rico and USVI (Presidents' Day)
16 – 17	Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela and other places
18	Public holiday in many places (Ash Wednesday)
21 – 22	VIODA Champs, St. Thomas, USVI. STYC
22	Public holiday in St. Lucia (Independence Day)
22 – 24	Cruzan Open Regatta
23	Start of RORC Caribbean 600 race, Antigua. http://caribbean600.rorc.org
23	Public holiday in Guyana (Republic Day)
26 – 28	Cayman Islands Festival of the Arts. www.artscayman.org/cayfest
TBA	Tobago Carnival Regatta

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 and contact information of the organizing body to sally@caribbeancompass.com*

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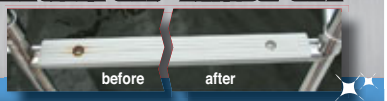

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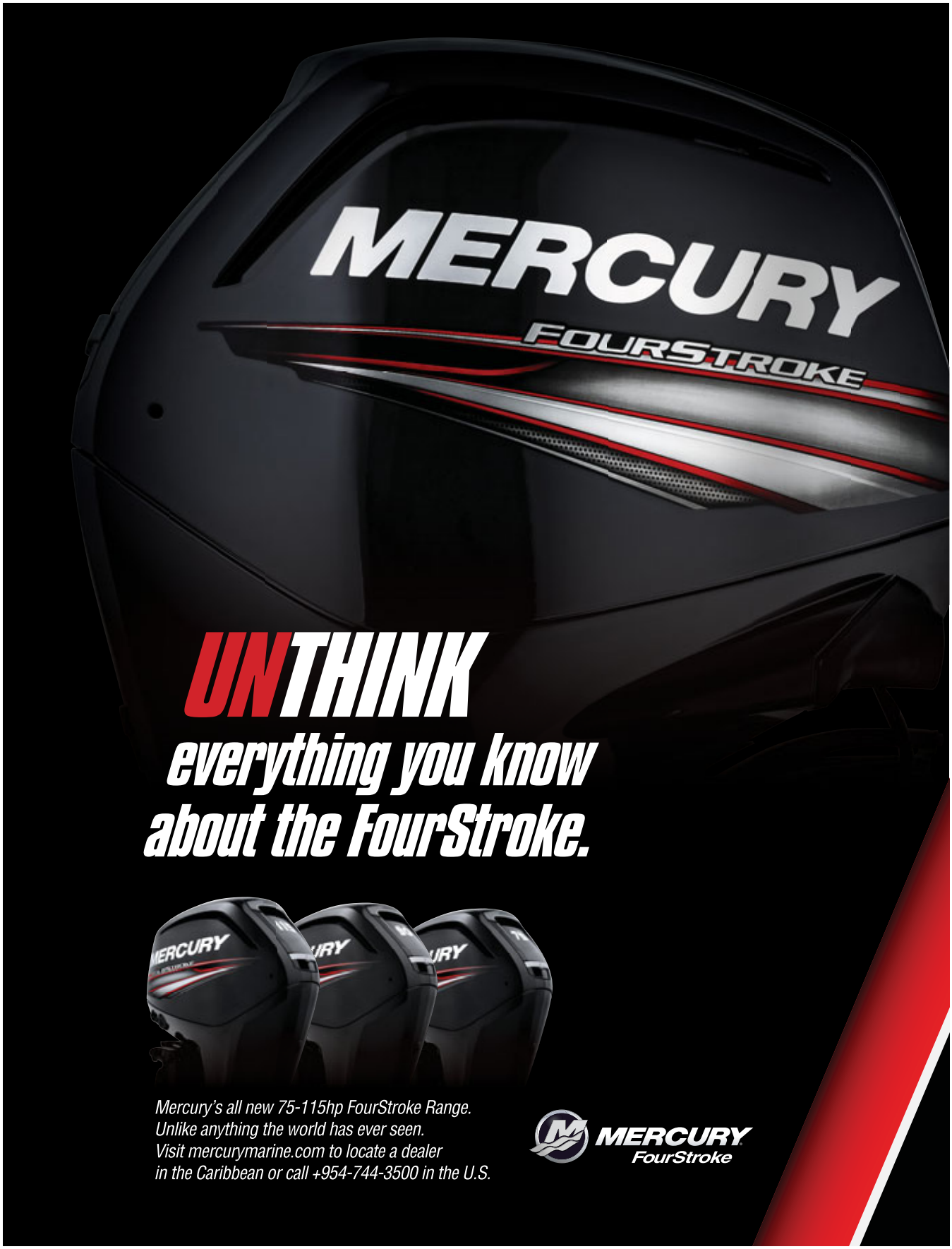
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