CARIBBEAN On-line
COMPASS
JANUARY 2020 NO. 292
The Caribbean's Monthly Look at Sea & Shore

Fleets of Firsts:
The 34th ARC

Story on page 16

TIM WRIGHT / PHOTOACTION.COM


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JESSE JAMES

Trinidad Culture

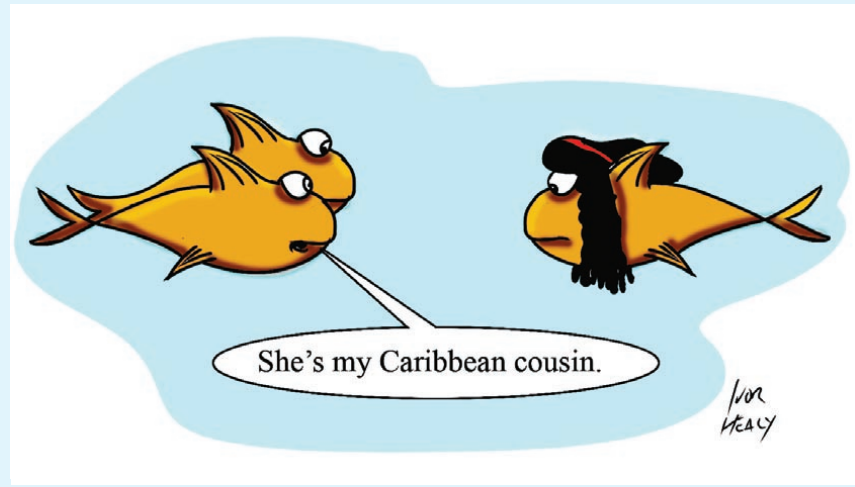
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On the cover: Jasmine Kent's Swan 80, Umiko, *flying her orange asymmetric spinnaker toward the St. Lucia finish line of ARC 2019. Ace photographer Tim Wright was there to capture the moment. See report on ARC 2019 on page 16.*



Compass **covers the Caribbean! From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.**

'*Caribbean Compass* is an informative and entertaining magazine that is a "'must read" for anyone who cruises anywhere in the Caribbean, whether as a boat owner, crew or charterer, or who, like me, lives part time on one of the islands and occasionally day sails.'
— Readers' Survey respondent

Info & Updates

Selected Cruisers' VHF Nets

Cruising guides, apps, happy-hour chitchat — these can all be good sources of information for sailors in the Caribbean. But often one of the best ways to get up-to-the-minute news on what's happening in individual anchorages is to tune in to the daily cruisers' VHF nets.

Here are some popular ones suggested by cruisers, organized from north to south. Don't see your favorite here? Drop a line to sally@caribbeancompass.com.

All times given are local.

- Nassau, Bahamas - 0715 hours, channel 14
- Luperon, Dominican Republic - 0900 hours, channel 72
- St. Martin/St. Maarten - 0730 hours, channel 10, Monday through Saturday
- English Harbour, Antigua - 0900 hours, channel 06, daily
- Le Marin/Ste. Anne, Martinique - 0830 hours, channel 08, Monday, Wednesday and Friday
- Rodney Bay, St. Lucia - 0830 hours, channel 68, Monday through Saturday
- Bequia, St. Vincent Grenadines - 0800 hours, channel 68, daily
- Grenada - 0730 hours, channel 66 (International), Monday through Saturday

Note: If the 66 repeater is unavailable listen on the alternate channel 69 for this net.

- Chaguaramas, Trinidad - 0800 hours, channel 68, daily
- Puerto La Cruz, Venezuela - 0745 hours, hours, channel 72 as available
- Curaçao - 0745 channel 72, Monday through Saturday

Need a Lift? Support Youth Sailing

The Trinidad & Tobago Yachting Association (TTYA) is working to support its local community of youth dinghy sailors through the donation of funds raised through its haulout services.

Founded in 1950, the Trinidad & Tobago Yachting Association began its Learn to Sail program with just six Optimist dinghies and the idea that everyone should be given the chance to experience the magic of gliding through the water powered by nothing but wind and one's own sheer excitement.

The Association has blossomed since then, introducing over 100 new students to the wonders of sailing each year, through programs held in the picturesque bays of Chaguaramas and Vessigny, with plans for further expansion throughout the island nation.

However, staying true to their vision of ensuring that sailing is an accessible sport in Trinidad & Tobago for people of all ages, social and economic backgrounds is beginning to take its toll on this non-profit organization. TTYA remains determined to continue their efforts as they look towards the expansion of current subsidized sailing and community outreach programs, the development of female-led sailing programs, and the introduction of sailing programs for the differently abled residing in the country.



In an effort to see these initiatives reach their full potential, the Trinidad & Tobago Yachting Association will be raising funds through many different avenues including its haulout services during the 2020 season. This will include the use of its 12-ton Travel Lift for both hauling and launching of sailing vessels, as well as chocking and land storage.

If you would like more information on the services offered by TTYA or want to hear more about the initiatives being undertaken by the Trinidad and Tobago Youth Sailing School, e-mail them at setsail@ttsailing.org or academy@ttsailing.org, or check out their website: www.ttsailing.org.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome aboard new advertisers Caribbean Marine Surveyors of Grenada, on page 27; and Legacy Underwriters, Caribbean-wide, in the Market Place section, pages 44 and 45.

Good to have you with us!



VERDICT AT LAST IN FRIGATE ROCK ATTACK

On October 3rd, 2013, at approximately 8:30PM, the US-flagged yacht *Rainbow*, with two people aboard, was boarded while at anchor at uninhabited Frigate Rock, an islet off Union Island in the St. Vincent Grenadines. While eating supper below, Christina Curtin heard a noise on deck and went up the companionway, where without warning she was slashed across the face and shoulder by a machete-wielding boy.

Her partner, Mark Beiser, grabbed a filleting knife from the galley and stabbed the assailant, 15-year-old Enard Douglas, who then jumped overboard. Enard's two accomplices, Jeromie Jordan, age 16, who had boarded the boat, and Joul Mills, 17, who remained in a rowboat alongside, also jumped in the water and all three swam ashore. Mark stabilized Christina and got *Rainbow* underway to Carriacou, where police and an ambulance were waiting. They were both treated at the hospital there, and Christina was subsequently hospitalized in Grenada.



COURTESY CHRISTINA CURTIN

Christina Curtin hospitalized in Grenada after the attack.

The three teens were taken into custody the next morning by police on Union Island. Joul, who testified in court that he had been deceptively asked to row the other two out to a yacht "to collect money for fish," turned Crown Witness. Enard and Jeromie were jointly charged with causing grievous bodily harm, aggravated burglary, and wounding.

In an admirable response to a horrific incident, Christina and Mark spearheaded an initiative to make anchorages safer for cruisers. Just a week after being attacked, they and a selected panel hosted a cruisers' security meeting at Port Louis Marina in Grenada, which attracted some 200 concerned boaters. Tina and Mark described their experience, and others shared tips on crime prevention, security, emergency communications and self defense in case of an armed assault.

The government of St. Vincent & the Grenadines flew the couple from Grenada to St. Vincent for a Preliminary Inquiry that began on October 18th, 2013, and provided them with accommodation, meals, transportation and protection. The two boys in custody returned to the Serious Offenses Court on January 29th, 2014 for continuation of the Preliminary Inquiry.

Christina told *Compass*, "We cleared back into Union Island in November 2013, to be greeted with open arms and hearts. The local people were VERY apologetic and were so happy to see us back visiting. We were invited to a Union Island tourism board meeting, sharing our ideas about better safety procedures and communication with visiting boaters." The St. Vincent & the Grenadines Commissioner of Police, an SVG Coast Guard representative, the Director of Grenadines Affairs, the chair of the Union Island tourist board, and local businesspeople were among those who met to chart the way forward for visitor safety. "The island is still beautiful and…we know that the people of Union Island are not bad," Christina said at the meeting, at which she and island stakeholders cried openly.

Fast forward six years, and Enard and Jeromie's case finally went to trial on October 21st, 2019. Such long delays are not uncommon in SVG, where there is only one High Court judge and the Criminal Assizes are not held year round. Unable to afford lawyers, Enard, now 22 years old, and Jeromie, 23, defended themselves and each attempted to lay blame on the other while maintaining his own innocence. Prosecutors Karim Nelson and Roseanne Richardson called six witnesses, with Christina and Mark testifying from the US via Skype. The proceedings were well covered by local media.

On November 22nd, 2019, a nine-person jury quickly found the pair guilty on all charges. They were each sentenced to 15 years imprisonment for grievous bodily harm, 14 years for aggravated burglary, and five years for malicious wounding. Since all of the offenses were committed during the same time the sentences will run concurrently.

In explaining the sentencing, Justice Brian Cottle said that Christina still suffers from post-traumatic stress, and that although Mark escaped serious physical harm, "the psychological impact of an assault in the dark of night in the supposed safety of his yacht cannot be overstated. He has abandoned, forever, cruising through the Caribbean."



Left: Enard Douglas before being convicted.



Right: Jeromie Jordan on the way to prison.

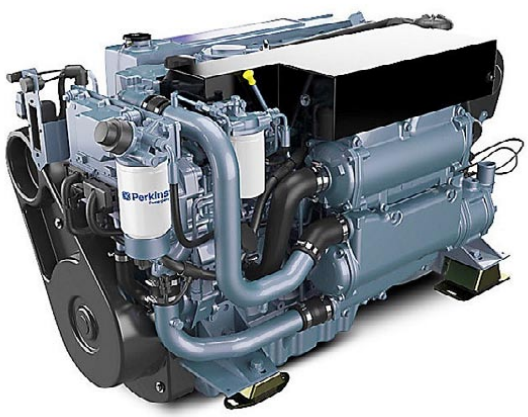
Justice Cottle also stated, "The actions of these prisoners adversely affected the economic well-being of their entire community, and that adverse effect has been persistent to this day. It contributed to the perception that the region is unsafe for yachting and visiting many beautiful tourist sites that the Grenadines offer. In fact, arrivals of visiting yachts declined markedly in the wake of this assault. And this decline in this tourism sector was particularly severe for a region which derives most of its earnings from tourism."

After receiving news of the sentencing, Christina told *Compass*, "Relieved is the only word I can think of, and jazzed that St. Vincent & the Grenadines followed through. Special thanks to lead prosecutor Karim Nelson. Much love to ALL of the cruising community. People, be safe — no matter where you travel."

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32	$0.90	$0.81	$0.77	$0.63
40	$1.15	$1.04	$0.98	$0.81
50	$1.25	$1.13	$1.06	$0.88
60	$1.36	$1.22	$1.16	$0.95
65	$1.51	$1.36	$1.28	$1.06
75	$1.56	$1.40	$1.33	$1.09
80	$1.71	$1.54	$1.45	$1.20
100	$1.76	$1.58	$1.50	$1.23

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BUSINESS BRIEFS

Parts & Power at BVI Charter Boat Show

Parts & Power Ltd represented Northern Lights and Volvo Penta at the BVI Charter Yacht Society AGM on November 6th. It was an evening of "business with a smile," with a quiz mastered by Northern Lights dealer Tim Dabbs and Northern Lights and Volvo prizes as giveaways.

The Vendor Show on November 7th was a venue for Parts & Power Ltd to present their parts and services offering. Charter brokers and crewed yachts benefited from a unique opportunity to display the very best of sail and power catamarans, monohulls, and luxury motor yachts in one location.

It was a busy and productive event with over 35 boats on the docks. Topics of discussion ranged from new generators to technical support and maintenance. This was the first time for many owners and captains to discuss their requirements for the coming season with Parts & Power and Marine Maintenance Services.

Parts & Power Ltd wishes Marine Maintenance Services and the crewed charter industry a fantastic 2019-2020 season and looks forward to closely working together.

Marine Maintenance Services can be found at Nanny Cay Marina, Tortola, British Virgin Islands, telephone (284) 494-3494. Big congratulations to the BVI Charter Yacht Society for organizing another successful show.

For more information on Parts & Power see ad on page 5.

USVI Charter Show Boasts Largest Fleet in Over Two Decades

Carol Bareuther reports: Seventy-four multihulls, monohulls and motor yachts lined the docks at IGY's Yacht Haven Grande on St. Thomas for the USVI Charter Yacht Show, held November 11th to 14th and hosted by the VI Professional Charter Association (VIPCA). Some 140 brokers from the Caribbean, US and Europe toured the fleet, which ranged from 44 to 141.8 feet in length. This made the 2019 show the largest in well over two decades in terms of the number of yachts showing, brokers in attendance and yacht size combined.

PHIL BLAKE



Seventy-four crewed charter yachts docked at IGY's Yacht Haven Grande for the 2019 USVI Charter Yacht Show.

Since VIPCA began operation of the USVI Charter Yacht Show in 2017, yacht attendance has more than doubled. The 2019 show offered themed nightly parties, culinary and cocktail competitions, educational events and industry meetings, a Marine Expo, a State of the Industry address that provided the latest on the cruising grounds, and a Day Charter Conference for professionals in the Virgin Islands hospitality accommodation sector.

New this year, the USVI Charter Yacht Show debuted as a silver level Clean Regatta. VIPCA worked with Sailors for the Sea Powered by Oceana, and with the Virgin Islands-based crew-led Project Green Flag, to encourage the charter community to reduce the use of single-use plastics and to make choices that keep the marine environment healthy. Event initiatives included wristbands made of Quantum Sails' recycled sail cloth; compostable cups, plates and utensils; and refillable-bottle water stations. Additionally, VIPCA donated US$300 to the University of the Virgin Islands to purchase 600 mangrove seedlings to plant in St. Thomas to offset the carbon emissions created by charter brokers flying into the show.

The next USVI Charter Yacht Show will take place November 12th through 15th, 2020. *Visit www.vipca.org for more information.*

Ti'Ponton Boating Directory



The 15th edition of the *Ti'Ponton Boating Directory* is now available!

Ti'Ponton is the most comprehensive information resource of the boating business in Martinique, Guadeloupe, and St. Lucia and is packed with practical information, useful addresses, beneficial 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 year round in Martinique, Guadeloupe, and St. Lucia.

Budget Marine Partners with eXXpedition

Nicole Corvellec reports: eXXpedition Round the World is a two-year scientific research mission to study microplastics in our oceans, with a focus on pinpointing solutions to ocean plastic pollution. Onboard *S/V TravelEdge,* eXXpedition crews will sail through some of the most important and diverse marine environments on the planet, including four of the five oceanic gyres where ocean plastic is known to accumulate, and the Arctic.

The mission also wants to celebrate women in STEM, exploration, and sailing. Three hundred international women in various disciplines are crewing in teams of ten, aiming to create a powerful global network as ambassadors who can use their first-hand experience at sea to implement solutions back on land. When not at sea, the crews take part in land-based research and community outreach activities in each place they visit.

—Continued on next page

—Continued from previous page

The journey set sail in October, leaving from Plymouth, UK to the Caribbean via the Azores and stops in Antigua, Bonaire, and Aruba before moving on to Panama. eXXpedition Mission Director Emily Penn said: "These three Caribbean islands provide the perfect base for us to consider the issues of plastic pollution at an island scale, which is reflective of the issues at a larger, global scale. Antigua has made great progress in its banning of single-use plastic items since January 2016 and Bonaire is the world's first 'Blue' destination. It will be interesting to learn about the impact of these legislative choices in the waters surrounding these islands. We like to thank all our supporters and sponsors, namely Copernicus Marine Services and the Red Ensign Group, Antigua Yacht Club and The Clubhouse, and Budget Marine."



Budget Marine, with 12 chandleries on nine islands, and soon in Carriacou as well, has been a good match as a Caribbean partner. Louisa Norris, General Manager of Budget Marine Antigua, elaborated: "Boating and the sea are in our DNA. It's why we support sailing programs and 'on the water' events throughout the Caribbean and participate in forward thinking organizations we believe can make a meaningful contribution to the Caribbean community. Plastic pollution has a big impact on boaters, their sailing experience, their equipment, and often also their water supply — eXXpedition is focused on research, solutions, and spreading the word. We are proud to supply them with quality boating materials that are environmentally friendly and that will help them have a clean, safe, and comfortable journey while in the Caribbean and beyond."

After Aruba, the eXXpedition trip continues to Panama to further the crew's circumnavigation. Read about their scientific plan for the mission and follow them on www.exxpedition.com and see article on page 31.

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

Get to Know Panama

Panama, the land that brings the world together, is rich with culture and boasts two ocean coasts and one of the greatest human engineering achievements — the Panama Canal. Are you ready to enjoy this adventure? Be ready to experience this magnificent creation and discover the story behind it.

But Panama is much more than a canal. When you visit, explore this country's rich culture.



For example, *pollera* is the traditional dress of Panamanian women. It is composed of two separate pieces: a blouse and a *pollerón*, made with fine fabric such as cotton or wool and characterized by elaborate ornamentation. The colorful decorations are made with different techniques, commonly embroidery and lace with floral designs.

Pollera is the product of an anonymous art form that grew and developed in peasant homes in the authentic environment of female crafts.

Plan where to go and what to do in Panama — nature, beach and sun, culture, or business — at visitpanama.com.

Centenario & Co.SA, the canal agent for yachts, welcomes you to Panama.

For more information on Centenario see ad on page 46.

Sea Hawk Introduces Vibrant-Colored Triple-Biocide Antifouling

Sea Hawk, the world's leading premium nautical coating brand, announced its next generation of top quality boat bottom paint. Dubbed Colorkote, this revolutionary hull coating solution provides boat owners and marine service professionals an unlimited array of vibrant colors. Colorkote delivers world-class efficacy in deterring marine growth. It incorporates triple-biocide antifouling power, multi-season longevity, low-leaching properties, and universal hull compatibility to satisfy the need for superior antifouling, outstanding appearance, and environmental sensitivity.

Colorkote's formula enables application to virtually any hull type without the harsh effects of galvanic corrosion, unlike conventional antifouling paint that contains cuprous oxide, which can cause aluminum or steel/iron hulls to corrode prematurely. Because Colorkote is cuprous oxide free, it solves this problem, yet provides powerful antifouling properties. It is the ideal hull coating for metal hulled vessels, from steel hull yachts to aluminum pontoon boats. Colorkote is handcrafted in America and available in Bright White, Deep Black, Blue, Red, Green and Yellow through Sea Hawk authorized distributors and retailers worldwide.

For more information on Sea Hawk Paints see ad on page 8.

The Moorings Sponsors Caribbean Multihull Challenge

The Moorings charter company, with a fleet now made up mostly of catamarans, joined the sponsors of the second annual Caribbean Multihull Challenge in St. Maarten, to be held from February 14th through 16th.

The Moorings senior marketing manager, Ian Pederson, told writer Herb McCormick, "The overall trend is definitely shifting towards catamarans for charter vacations. It seems we can't build them fast enough or big enough. The fact that the Caribbean Multihull Challenge now exists is proof of that."

The event is hosted by the Sint Maarten Yacht Club and is open to all multihull sailors on racing catamarans and trimarans, as well as chartered cats and cruising multis.

Visit www.smyc.com/caribbean-multihull-challenge or see ad in the Market Place section, pages 43 and 44, for more information.

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Caribbean ECO-News

International Conference on Sargassum in Guadeloupe

The first International Conference on Sargassum took place in Guadeloupe from October 23rd through 26th, bringing together stakeholders from the Caribbean and other countries of the world to discuss the issue of influxes of sargassum, which can trap sea life, choke coral reefs, and release toxins on beaches. The event aimed to explore concrete solutions and build resilience to sargassum's invasion.

Delegations came from the Organisation of Eastern Caribbean States, the Association of Caribbean States, the Organization of American States, Barbados, Grenada, Antigua & Barbuda, St. Lucia, St. Kitts & Nevis, Anguilla, Montserrat, the British Virgin Islands, Martinique, St. Martin, St. Barthelemy, France, Trinidad & Tobago, the Dominican Republic, Guatemala, Costa Rica, Mexico, Brazil and the USA. The conference received support from the President of the Regional Council of Guadeloupe, Ary Chalus, and the President of France, Emmanuel Macron. In his introductory speech Chalus highlighted the need to preserve the maritime heritage of the Caribbean islands, which has a critical role for economic development.

This conference pursued three main objectives:

• enhancing the dissemination of knowledge about sargassum to the general public,

• identifying the actions implemented by the authorities of the countries and territories impacted and the best strategies to address this phenomenon,

• strengthening cooperation in this area by defining a common political strategy that involves stakeholders at the regional and international levels.

As part of the event, 55 institutional and private exhibitors presented innovations on the detection, analysis, collection, management and recovery of sargassum at SARG'EXPO.

In addition, the conference was instrumental in launching the INTERREG SARG'COOP project, which includes the collectivities of French Guiana, Martinique, Saint-Barthelemy and Saint-Martin, the French Government, the OECS, the ACS, Dominican Republic, Mexico, and the University of the Antilles.

This project aims to strengthen the preparedness and resilience of the countries and territories of the Caribbean to the invasion of sargassum. It will lead to the creation of a center for observation, monitoring and warning of sargassum, as well as the development of a multidisciplinary network of professionals.

Migratory Bird Festival Celebrated in St. Martin

On November 9th, hundreds of kids roamed garden paths on St. Martin looking for signs of birds. Over 250 people came out to enjoy the seventh annual Migratory Bird Festival at Amuseum Naturalis. The festival celebrates the birds that travel thousands of miles each year to come to St. Martin. The annual Migratory Bird Festival is organized by the Les Fruits de Mer association.



MARK YOKOYAMA

At the Portable Pond, kids got an up-close peek into an underwater world.

At the Portable Pond Station, people learned about the underwater animals that many birds come to St. Martin to eat. They could even see them up close under the microscope. They also learned about pelicans and how plastic can harm birds.

In the craft area, kids and adults decorated canvas backpacks with bird art. They took the backpacks home to use instead of plastic bags.

Mayreau Community Consulted on Seabirds

Environmental Protection in the Caribbean (EPIC) recently continued its community consultation and planning sessions regarding the seabirds and offshore islands of the Grenadines, this time with a dozen fisherfolk and other residents on Mayreau, in the Grenadines.

The fisherfolk were highly knowledgeable about the diversity and distribution of seabirds in the Grenadines, while some held particularly detailed knowledge such as the difference between male and female and various age classes, such as with Brown Pelicans, Magnificent Frigatebirds and Brown Boobies. They also revealed the importance of seabirds for finding fish, navigating and interpreting weather patterns. One fisherman simply stated, "All seabirds are very important to us." For example, Magnificent Frigatebirds are useful for indicating changes in weather. Royal Terns are useful for finding baitfish, and Red-billed Tropicbirds can lead the way at sea to larger commercial species such as tuna. After the workshop, participants were asked if they learned anything during the presentation and discussions. Many were surprised to learn that some seabirds regularly dive more than 50 metres and that some can live to be up to 70 years old.

Those present were also aware that certain birds are present for different parts of the year. For example, booby species are present year-round, but terns, noddies and gulls are present for only a portion of the year.

Participants discussed gradual declines in seabirds, particularly of Laughing Gulls, which are known as "Mauves" throughout the islands. They engaged in conversation about the various threats to seabirds in the Grenadines. They also discussed issues outside the region, as some seabirds migrate very far and simply don't make it back to their breeding grounds in the Grenadines due to threats encountered elsewhere.

Harvesting of seabirds, their chicks and eggs was also discussed, including the laws making this practice illegal. One participant indicated that in the past seabirds were traditionally served for Sunday dinners. While illegal harvest of seabirds, their chicks and eggs still occurs, participants recognized that harvesting would eventually lead to population declines. All meetings thus far with fisherfolk have indicated that seabird harvesting is still widespread in the Grenadines, but the extent is unknown. EPIC is now conducting a region-wide survey to determine whether seabird harvesting levels have changed since the last survey by Sustainable Grenadines Inc., in 2014. The 2014 survey revealed that approximately 70 percent of those interviewed engage in harvesting activities. EPIC is aiming to reduce that number through education and outreach sessions targeting various sectors of society.

When asked about how we can recover seabird populations in the future, the general consensus was that protection needs to focus on their breeding islands, which in the Grenadines are threatened with development, invasive species and pollution arriving by sea. Some participants called for action to clean up the plastic pollution arriving on the shores of remote seabird breeding islands. In addition, they requested that notifications prior to seabird season be made via poster and radio to alert persons that taking of seabird eggs and chicks is prohibited.

All present were troubled by the presence of plastic pollution on the islands, which can entangle wildlife and be mistaken for food, and felt more research was necessary on this problem in the Grenadines. As on other islands, they were also interested in tracking studies to better understand movements of seabirds, and requested that information on seabirds be provided in schools.

Consultations with a variety of communities will continue until the end of the year.

For more information contact Juliana Coffey (Project Coordinator) at juliana@epicislands.org or on WhatsApp 1-709-770-6877.

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REGATTA NEWS

St. Barth Cata Cup Suspense

Perrine Vangilve reports: November 24th, 2019, the fourth and final day of the St. Barth Cata Cup regatta for F18s, was decisive. Four boats still competed for the top prize before the last two races. There was a lot of suspense as the boats set sail, and even more at the end of the first race, when Gurvan Bontemps and Benjamin Amiot (Team Eden Rock St. Barth) found themselves with the same number of points as Jean-Christophe Mourniac and Antoine Rucard (Team Eden Rock Villa Rental) after their victory in the sixth race.



MAICHAEL GRAMM

F18 teams getting underway.

The tension increased to the max after the start of the seventh and final race, with Argentineans Cruz Gonzalez Smith and Mariano Heuser (Team Architectonik) and the French duo of Orion and Antoine Martin (Team Mext Cardio) on the attack. Mourniac and Rucard, who were in the leaders' spot after the race around the island, did not waver. They won the last race, and as a result, the overall regatta.

"We are extremely happy, as this is the first time that Antoine and I have sailed together on an F18," stated Mourniac, who initially planned to sail in this regatta with Erik Maris. But as Maris had conflicting professional obligations, Rucard, a young sailor from Finisterre, replaced him at the last minute.

Visit http://stbarthcatacup.com/gbr for full results.

Mini-Transat Finished in Martinique

Upon making landfall in Martinique on November 24th, 2019, the last competitor in the singlehanded Mini-Transat La Boulangère officially closed the finish line for the event's second leg. Celebrated by all the skippers on the pontoon in Le Marin, the arrival of Georges Kick, the oldest competitor (64 years of age) in this edition, marked the end of a successful transatlantic race.



With 78 skippers out of 87 having reached the West Indies after setting sail on October 5th, 2019, from the Bassin des Chalutiers in La Rochelle, France, this 22nd edition will remain etched in the minds of all those involved as an excellent race. Only nine participants were unable to complete the adventure. Four sailors were forced to retire during the first leg between La Rochelle, France, and Las Palmas de Gran Canaria and three in the second leg between Las Palmas and Le Marin. An entry from the United Arab Emirates did not start the final stretch due to injury. Another was disqualified for having received outside assistance, but did manage to complete the course.

Having 37 finishers in the space of 24 hours during the night of November 20th and into 21st made life challenging for the race organization, which required additional on-the-water support to deal with the great slew of arrivals. Local volunteers came out in force to lend the organizers a helping hand.

"It was all down to the weather, because there was a vast windless zone at the finish. Boats came from behind and everyone was glued to the same windless spot. So, when the wind eventually kicked back in, they all flooded across the finish line at the same time," explained Jean Saucet, Technical Director of the Collectif Rochelais Mini-Transat.

Visit www.minitransat.fr for full results and more information.

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ON THE HORIZON

Start the Year with Barbados Week

Sue Pelling reports: Barbados Sailing Week, incorporating the Round Barbados Race, runs from January 17th through 23rd, 2020.

This early season regatta, based at the southwest corner of the island in Carlisle Bay, marks the start of the Caribbean Sailing Association regatta circuit and is the ideal way to escape the northern hemisphere post-Christmas blues.



PETER MARSHALL

With regular flights from the UK (Virgin Atlantic and British Airways) and plenty of package charter opportunities available, it is one of the most logistically straightforward Caribbean regattas to attend. LV Yachting, Ondeck, Britannia, Barbados Offshore Sailing Syndicate, and a host of independent charter yachts such as the Sigma 38 *Monster Project*, the Volvo 70 *Ocean Breeze*, the J/122 *Noisy Oyster*, and the locally-based schooner *Ruth* are some of the charter options currently available.

Those on passage, migrating across the Atlantic to the Caribbean for the winter season, should consider setting a course for Barbados during regatta time to enjoy the warm, friendly party spirit that the island is affectionately known for.

Organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay rum, Barbados Sailing Week not only offers two days of coastal races for racing yachts, cruisers, windsurfers, kite surfers, dinghies, and paddleboards, but also a chance to contest in the regatta's signature event — the Round Barbados Race.

In 2020, the 60-nautical mile blast around the island will track the fleet anti-clockwise. This means that, as well as the 22 circumnavigation records already on offer, the original outright anti-clockwise record of 10 hours and 15 minutes, set by a schooner in 1936, is also up for grabs.

A big attraction of the Round Barbados Race, other than the exciting and competitive racing, is the opportunity to win obscene amounts of the best Mount Gay rum. By breaking any of the Round Barbados records, the record-breaking yacht will be awarded an amount of Mount Gay Rum Extra Old equivalent to the weight of the registered skipper, as recorded at the official skippers' weigh-in.

On shore, everyone is welcome at the Barbados Cruising Club. This beach-based club hosts most of the race week's social events, with live music and parties every night including a Bajan Soca party, breadfruit and pig roasts on the beach after the first day of racing, and the Coastal Racing prizegiving. The Round Barbados Race prizegiving is scheduled at the Mount Gay Visitor Centre on the evening of January 22nd.

Visit RoundBarbados.com for more information.

New Yacht Format for Bequia Easter Regatta

The 2020 edition of the Bequia Easter Regatta will run from April 8th through 13th, with CSA classes in the yacht division for Racing, Cruising I, and Cruising II (CSA Simplified Rating Rule, intended for cruising boats without a CSA measurement certificate), plus a class for Island Sloops and one-design classes for J/24s and Surprises.

The entry fee for all yachts is EC$300, or EC$260 if pre-registered in full by 5:00PM on April 3rd. To qualify for the pre-registration discount, visit the Bequia Regatta website, www.bequiaregatta.com, to download and submit your completed entry form online. Entry forms can also be emailed on request; contact yachts@bequiaregatta.com.

Registration in person takes place at Race Headquarters in the Plantation Hotel, from 2:00 to 5:00PM on Wednesday, April 8th and from 10:00AM to 3:30PM on Thursday, April 9th. The Skippers' Briefing is planned there as well, at 5:30PM on April 9th.

In a new event format for the yachts this year, racing will be on the Friday, Saturday, and Sunday, with no lay day. Also new is that the final prizegiving happens on Easter Monday at 11:00AM, followed by the Farewell Party.

Visit www.bequiaregatta.com for NOR and see ad on page 12..

53rd Antigua Sailing Week This Year

Antigua Sailing Week welcomes you to "Race, Chase, and Celebrate" from April 25th through May 1st. With over 100 boats every year, this world-famous Caribbean event includes everyone from world-class award-winning skippers to casual sailors and friends who want to join in, cheer them on, and have fun.

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View the action from a bird's eye vantage point like Shirley Heights.





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Crews keen for a little training the day before the official event can take part in the Peters & May Round Antigua Race on April 25th. It's a great opportunity to get a feel for the conditions or to break the record currently held by *Warrior* (USA).

On April 26th, sailors are challenged with a variety of race courses off Antigua's south coast, the ever-present trade winds encouraging tacking duels. Afterwards, participants head to the daily prizegiving.

Spectators are encouraged to get involved by appreciating the action from a bird's eye vantage point like Shirley Heights or the many viewpoints along the coastline. Chase the Race tours head out from Falmouth Harbour Marina to view the sailing battles up close.

April 29th marks the 11th anniversary of Reggae in the Park. The perfect combination of reggae music, an international crowd, and an iconic venue make for an unforgettable multicultural experience.

The following day is a "lay day": no racing and everyone gets to kick back. Pigeon Point Beach's white sands will be livened up with team games, single-handed competition, and DJs playing until the sunset.

Antigua Sailing Week draws to a close in Nelson's Dockyard. The Final Awards Ceremony on May 1st has over 50 years' worth of silverware — a spectacle to see on stage! The after-party has owners, skippers, crews, organizers, and islanders dancing the night away.

Antigua Sailing Week's Club Class has been expanded and improved. This class is open to sailors who want to participate in the on-the-water action, but don't take their racing as seriously as others and don't want to incur the usual expenses.

Entry fee is US$7.00 per foot and Club Class Rules are as follows:

- Acceptance into the Club Class is at the discretion of the Organizing Authority.
- The Class will be scored using Variable Simplified CSA Handicap. All boats should try to have their Simplified CSA Handicap a few days BEFORE the close of registration.
- Boats may enter as jib and main (pole or no pole) only or with spinnakers.
- After each day's racing, individual ratings will be adjusted up or down by a maximum of 5% in proportion of your boat's corrected time to that of the mid-fleet boat's corrected time. The newly adjusted rating becomes your rating for next day's race. This will result in tighter racing as the week progresses and an opportunity for all teams to experience the thrill of a podium place.
- The CSA Simplified Rating or the Variable Simplified CSA Handicap procedures are not subject to competitor protest.

All Class participants must accept the Variable Simplified CSA Handicap procedures.

- There will be one race per day for the Class with no throw-outs.

Courses will be shorter with less emphasis on windward/leeward performance.

- Club Class entries will not be eligible for The Royal Southern Yacht Club Challenge.

If you have questions or require further information on the Club Class, contact jaime@sailingweek.com.

Visit www.sailingweek.com for more information on Antigua Sailing Week.

TIM WRIGHT / PHOTOACTION.COM



Announcing Final Night Venue for Grenada Sailing Week 2020

Rosie Hoggarth reports: Island Water World Grenada Sailing Week, held from January 26th through 31st, is coming right up! If you have not already signed up, there is still time. Join an international fleet at the start line to battle it out in some of the most idyllic sailing conditions in the world.

Grenada Sailing Week has gained the reputation of a friendly and intimate regatta with a focus on competitive racing at sea and camaraderie between crews on land. Many of the racers return year after year to partake in an event that celebrates the long tradition of sailing in the islands, but also retains much of the West Indian charm.

We have fabulous festivities lined up with the final night party at a new and exciting location. Racers and partygoers are invited to the Aquarium on Magazine Beach, a stunning location surrounded by style, sand, and palm trees — there couldn't be a better place for the Mount Gay Red Cap Grand Finale Party!

With two host venues, four days of racing, and six nights of parties, this is an event you don't want to miss. If you're looking to take part, Tendrr is the official Crew Match partner. Use the second link below to connect with fellow sailors and get out on the water.

Visit www.grenadasailingweek.com for regatta news and https://tendrr.co/events/grenada-sailing-week for more information about crew opportunities.

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YOUTH SAILING NEWS

Antiguans Dominate Sol Optimist Championship

Thirty-one youth sailors from St. Kitts and Nevis, St. Barth, Antigua, Curaçao, and St. Martin sailed in the 14th Annual Sol St. Maarten Optimist Championship, hosted by the Sint Maarten Yacht Club (SMYC) and held on November 9th and 10th, 2019. Fifteen sailors aged eight to 15 joined the Orange (intermediate) Class and 16 were in the advanced/Blue Class.

"This year we had a high level of racing with a lot of competitors finishing close to each other. We had strong winds on Saturday and Sunday, which required perseverance from the youth sailors in the Orange Class and gave the Blue Class the opportunity to shine," said sailing instructor Reinier Calkhoven.



SMYC

Antigua dominated this year's Sol Optimist Championship with excellent sailing skills and all the podium places. The winner of the Blue Class and overall winner of the event was 14-year-old Ozani Lafond. Shanoy Malone took second place and Daniel Anglin third. In the Orange Class, brothers Carrack and Tyden Jones arrived in first and second place, followed by Henrick Greensmith in third.

Kaemen Floyd from Curaçao secured the Sportsmanship trophy by showing great focus. Despite a major equipment failure during a race, he still ended fourth in the Blue Class. Best Newcomer was Mikias Michaux from the French side of St. Martin. He showed enormous skill for his first regatta and first time sailing a fiberglass Optimist.

"Youth sailors from the new Club de Voile de Friar's Bay joined us for the first time. It was an awesome collaboration," said Scott Doyle, racing coach of the SMYC.

Budget Marine sponsored equipment drybags for the Orange Class winners and Bob Hilbert made special Sol Optimist Championship long-sleeve UV-shirts for the competitors and coaches to wear during the event. The Scuba Shop donated a Go Pro and Ballerina Jewelers an ICE Watch.

"This event is a regional jewel for all the young competitors. We couldn't have done it without our sponsors and volunteers," said Leonde Vermeulen, event manager of the SMYC. "Also, big thanks to our race officer, Paul Henriquez, and Carin Adelstein and Clenda Pecht for being on the race committee."

Youth Participation Program for Caribbean Foiling Championships

The new kitefoil format represents a broader cross-section of what kitesurfing is today. It is intended to promote interest, excitement, and engagement in the sport, especially to the youth. It caters not just to Olympic level sailors, but also to a broad array of participants. To stimulate youth participation on St. Martin, where the first Caribbean Foiling Championships will be held, the race organization teamed up with kitesurf school Wind Adventures Orient Bay.

Before you can start kitefoiling, a good understanding of kiteboarding is needed.



CARIBBEANFOILING.COM

There are currently very few young kiteboarders on St. Martin/St. Maarten, which makes it difficult to create a transition towards foiling. However, Wind Adventures is trying to develop a new generation of kitefoilers by teaching children how to sail, which teaches them everything about the wind, then how to kitesurf, and eventually how to kitefoil.

If you would like to see their progress, follow the Caribbean Foiling Championships Facebook and Instagram pages or come to the Caribbean Foiling Championships in Orient Bay, St. Martin from February 21st through 23rd, 2020.

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A 34TH ANNIVERSARY FULL OF FIRSTS

by Sally Erdle

WOC / CLARE PENGELLY



AN annual yacht rally from the Canary Islands to the Caribbean that has now run for 34 years, the ARC hardly needs an introduction. More than 280 boats from 53 nations sailed in ARC 2019, one of the most diverse fleets of any sailing event. Carbon-cats and mini-super yachts sailed alongside budget cruisers and family boats, and sizes ranged from 34 to 117 feet (ten to 36 metres). The fleet was spread over two starts, November 10th for the ARC+ boats — those making a stop in the Cape Verde islands en route to the Caribbean, with a choice of a St. Lucia or a St. Vincent landfall — and November 24th for the ARC boats that sailed non-stop from the Canaries to St. Lucia.

2019 marked the second year that an ARC+ fleet arrived in St. Vincent, the seventh year that a Cape Verdes stopover was offered, and the 30th time the ARC has finished in Rodney Bay Marina in St. Lucia (the earliest ARCs ended in Barbados).

But while the ARC is now an established fixture, it seemed that the most recent edition was one full of "firsts" of many descriptions. Here are some examples.

Hallucine

First of all, the first boat across the St. Lucia finish line was sailing in her first-ever ARC — and blew everyone away. The 50-foot fast cruising catamaran *Hallucine*, sailing in the cruising division's Multihull IV class, reached St. Lucia ahead of any of the boats in the Racing class. The French-flagged Marsaudon TS5 was sailed by well-known Caribbean sailor Régis Guillemot, his wife, Veronique, and crew Yves and Pierre, all of whom have lived on Martinique and raced on the Caribbean circuit. They sailed 3,300 nautical-miles in an elapsed time of 11 days, 16 hours, 52 minutes and 47 seconds, clocking up a record day of 385 nautical miles.

At a post-arrival press conference, Yves said, "It was a great trip…once we caught the tradewinds we rushed down like crazy to the finish line. We set up the main and spinnaker at the starting line and took them down when we passed Pigeon Point…we trimmed them but otherwise never touched them. To be first overall, even in front of the racing class, we are very proud of that." *Hallucine* placed first overall in Multihulls.

The next ARC arrival was *Sisi*, a Volvo 65, the first monohull and leader of the ARC Racing fleet, which crossed the line just under ten hours behind *Hallucine.*

***Challenger* 1**

Another notable first for Caribbean sailors in the ARC was the marked by the 2019 arrival at Rodney Bay Marina of a group of six St. Lucian youths as part of the crew of the 72-foot British sloop *Challenger 1*, competing in Racing II class. For the first time ever, a crew of young sailors from Gran Canaria, St. Lucia and the UK have completed a transatlantic journey as part of the ARC. We'll have a full report on that historic event in next month's *Compass.*

Rum Bucket

It's not uncommon for boatowners to take delivery of a new boat in Europe and join the ARC as a shakedown cruise and delivery trip.

For the eight-person crew on the New Zealand-flagged More 55 monohull *Rum Bucket,* it was everyone's first ARC, everyone's first transatlantic sail, and the first ocean passage and also the very first race for the brand-new boat, which was picked up from the builder in Croatia in April 2019 and is on its way to New Zealand. *Rum Bucket* competed in the Racing II class, heading south early to catch the trades, as many did this year, and averaging ten to 12 knots.

The Kiwi racers in the crew noted that while "it was a pretty relaxed race for us" they didn't reduce sail at night, often flying a poled-out A3. Dale commented that although the crew were all experienced racers,

—*Continued on next page*

Above: Caribbean-based sailors Régis Guillemot, his wife Veronique, and crew Yves and Pierre-Louis were jubilant to reach St. Lucia first in the ARC fleet.

Below: For the recently built More 55 Rum Bucket *it was her first ARC, her first race, and the first transatlantic for all eight crew including Richard and Dale.*

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"It was an adjustment to scale up to racing such a long distance and to so much downwind sailing." He named chafe as a major consideration. Richard said, "Getting the positions every day of the other boats made it exciting for competition. All in all, the ARC is great: well organized, you meet interesting people — and there's a racing division and we wanted to race."

2 Canöes

It was also a first transatlantic and first ARC for Canadian sailors Ann and Richard Gauthier and their crew aboard the Outremer 51 cat, *2 Canöes*, which also sailed in Multihull IV class

They took delivery of the new boat in France in 2017 and have been cruising the Med since. All aboard agreed that their passage was a good experience, flying the spinnaker during the day and jib and main at night, to average eight knots. "Our biggest fears — running out of food and watermaker failure — never happened," Richard laughs. Arriving in St. Lucia at 040404 hours on December 12th, Ann, Richard and their crew of Richard's two brothers and a friend celebrated with a rum punch, champagne and pancake breakfast — another first. Ann says, "It's hard to believe we arrived — it always seems to be something in the future."

Richard and Ann plan to spend a couple of years cruising the Caribbean, and perhaps the Bahamas and US East Coast, before completing a circumnavigation with *2 Canöes* — "our home and last boat." As for joining the ARC? Says Richard, "If it's your first crossing, you should." And Richard's brother Andre, who crewed on this trip, now plans to do the ARC aboard his own boat some day.

Gwenhyfar

This might have been the first time there were so few wooden boats in the ARC fleet — possibly only one? Among all the plastic *Gwenhyfar* was a standout. It was the classic-looking Sean McMillan-designed Spirit 63's first ARC and a first Atlantic crossing for two of her crew, although Guernsey-based owner Peter Lloyd and two more crew had previous transatlantics under their belts. Peter tells *Compass*, "I don't think enough people support the craft of wooden boat building. There's a place for production boats, but you can't lose the place of handcrafted wood. Wood boats are great — they are not only effective, they're beautiful on the water."



'Wood boats are not only effective, they're beautiful on the water.'

TIM WRIGHT / PHOTOACTION.COM

Competing in Racing II class, Peter reports that, "Once we found the tradewinds south of the Cape Verdes, from then on *Gwenhyfar* was on rails!"

Albatros

ARC 2019 was a first Atlantic crossing for Saskia, the only female in the crew aboard the German-flagged Oyster 825 *Albatros*, sailing in Cruising I class. "It was an amazing opportunity to cross on such a great boat with such an experienced skipper," she says. Experienced indeed. The skipper, 83-year-old Manfred Kersten, has crossed the Atlantic more than 40 times, and is the first person to ever sail in so many ARCs — ARC 2019 was his 25th! Manfred was awarded "Spirit of the ARC 2019."

Manfred's first ARC was in 1986, aboard his Swan 48 *Albatros* at the end of a circumnavigation. After a succession of other Swans named *Albatros* — 61, 68 and 63 feet — he saw the Oyster 825 at a boat show and was seduced. Although he has declared for the past few years that "this is my last ARC," we expect to see Manfred next year — he already has six crew lined up for ARC 2020.

Thanks to World Cruising Club, Events St. Lucia and Marina Haven Hotel for making Compass's *first hand coverage of ARC 2019 possible and so enjoyable.*

For information about Rodney Bay Marina see ad on page 32.

For full results and more information about the ARC visit worldcuising.com/arc

FIRSTS IN SECOND ARC+ ST. VINCENT

A first for the ARC+ fleets in 2019 was that both ARC+ St. Lucia and ARC+ St. Vincent boats were in the Cape Verde islands at the same time before embarking for their different Caribbean landfalls. Both fleets started together from Las Palmas on November 10th, and again from Mindelo on November 21st. The 21 ARC+ St. Vincent boats, bound for Blue Lagoon Marina, started a few minutes before the more than 70 ARC+ St. Lucia boats, and ARC+ St. Vincent sailors reported that "it was so spectacular to see that many boats behind you!"

Songster

Sailing in ARC+ St. Vincent was *Songster*, Bob Phillips and Eileen Wilson's first keelboat. They chose the right tool for the job. *Songster*, a British-flagged Oyster 39 built in 1979, has six transatlantics to her credit, including ARC 2003 with a previous owner. Bob and Eileen bought the boat in Turkey five years ago and have been cruising in Europe since then.

Eileen says they have been pleased with the boat's performance and also pleased that they joined ARC+ St. Vincent. "You get a lot of safety tips, the Customs and Immigration formalities are a lot easier, the social activities are fantastic, all the staff are very friendly, and it's lovely to arrive and be greeted — it's all good."

Although they enjoyed the ocean passage they are now looking forward to some "cappucino cruising" — their first time island-hopping in the Caribbean.

Catweazle

Russ and Harriet Whitehouse were recently in St. Vincent for the very first time, but their journey started long ago. The two first met when they signed aboard a 37-foot catamaran to sail in the ARC 1987, when they were both in their early 20s. After that ARC finished, in Barbados, they cruised with the owner as far as Miami. "We were forced to get on," laughs Russ. "After six months of being together we learned to tolerate one another."

Now having married and raised two sons, "32 years later, here we are!" at Blue Lagoon Marina, having completed ARC+ St. Vincent 2019 in Cruising class with two crew, on their own boat. Despite not having sailed much in the interim, when their youngest went off to university they decided, "Let's sell it all and buy a boat!" They purchased a ten-year-old French-flagged Allures 45, a purpose-built bluewater boat, and got their Yachtmaster's qualification before joining ARC+.



In St. Vincent for the first time on their own Allures 45, Catweazle, *Harriet and Russ first met while crewing on their first ARC — 32 years ago.*

Harriet recalls that when they sailed their first ARC, "We were too naive to think of things going wrong: I had only sailed for two weeks before. Now we are more responsible, we knew we had to learn so much, and the ARC has done so much to help us prepare. They gave us insight into things we wouldn't have thought of ourselves and having the support and backup was very reassuring."

(Like Russ and Harriet, Joanna and Darryl Saayman met on a previous ARC, sailing on this year's Racing division winner, *Scarlet Oyster*. In ARC 2019 they sailed on their own boat, the Beneteau first 42 *Requin*, with Joanna as skipper.)

Why ARC+ St. Vincent? Harriet says, "We felt the smaller fleet would be more personal, and we wanted to come to the Grenadines." Russ and Harriet, who plan to spend a year in the Caribbean, with hurricane season in the ABCs, before continuing on a circumnavigation, say they'd recommend ARC+ St. Vincent, "This end of the island chain is more authentic, and this bay is just fantastic. St. Vincent is lovely!"

For information on Blue Lagoon Marina see ad on page 17.

For full results and more information about the ARC+ St. Vincent visit worldcuising.com/arc_plus



NARCs and Dawgs:

A Tale of Two Rallies

by David Lyman

THIS was my fourth NARC rally, and my 20th delivery to the Caribbean. I had joined Larry Tyler, the owner and skipper of *The Dove*, the 54-foot Crealock charter yacht. Larry had stopped in Maine on his way to the Caribbean after spending the summer in Greenland. He asked if I had a few weeks to spare. I jumped at the chance to go offshore again. After a stop in Bermuda with the rest of the NARC boats, we elected to head for Antigua, not the NARC's traditional St. Martin destination. We arrived on November 12th, seven days out of Bermuda. I was curious what other skippers, other boats and their crews had experienced. I went in search of other ralliers to swap stories.



We heard there was a jump-up at an art gallery on the road between English Harbor and Falmouth. When we arrived, the gallery, the porch, patio, parking lot, sidewalk, even the street were packed with more than 200 sailors and locals. A local band was knocking out reggae and rap, trays of food were passed, drinks were poured and groups of people were swapping stories. Larry and I soon realized we had crashed the Salty Dawg rally's Arrival Party.

I met Mark Outlaw (his family's name since the 1600s), at a table, and he was more than willing to tell his story.

Mark, a yacht broker from Florida, had joined the crew on *Paradox*, a Lagoon 450 catamaran sedan, which he'd sold to the present owner the previous year. Mark had been glued to the Dawg's daily SSB net and gave me the following report, which differs slightly from the official report.

"Most of the Salty Dawg boats left Virginia on November second and third," Mark began. Funny, I thought. The NARC was already in Bermuda by November 1st, a third of the way to the islands.

"Chris Parker from Caribbean Weather told us to head south," Mark continued over the din, "before entering the Stream. He said there was an odd swirl on the east side of the Stream to be avoided. The Stream often gets disrupted when it encounters the Outer Banks off Cape Hatteras. So there was a gap where the Stream had slowed down. Most of us headed through that gap. Twelve of the 70 boats registered for the Rally, those that I was tracking, were sailing to the Bahamas once they crossed the Stream. A few boats had issues after crossing, as conditions became a little squally. One boat was hit by lightning and diverted to Bermuda, another followed in need of fuel, and one boat had engine issues and sat becalmed in mid-ocean waiting for wind."



Above: Up go the Antigua courtesy flag and the Q flag, announcing we've arrived.

Left: Philippe joined us to see what an offshore voyage was like.

Right: We left New England in blustery but favorable conditions.

"When did you arrive?" I asked. While rallies are not races, there are no trophies or squirting the crowd with champagne, there are bragging rights for who made the most miles per day.

"The Lagoon cat is fast," Mark boasted. "We clocked three days of over 200 miles each." Earlier that evening I'd spoken with Ken McCullum, from Massachusetts, owner/skipper of *Orinoco*, an Oyster 62. He also reported three days of over 200 miles each.

"We were so far ahead of the pack," said Ken, "we outran Chris Parker's weather forecasts."

Since the goal is to get the boats to the islands for a winter of cruising, skippers and crews sail their boats conservatively, so to arrive with minimal gear to fix. But gear does break. Hank on *Avocation*, his Swan 48, with a paying crew of five first-time offshore sailors, had rig problems: "Before we reached Bermuda, we'd lost the D-1 shroud from the second spreader to the bottom of the third spreader, but we did what sailors do. We jury rigged and carried on."

"Most of Salty Dawgs began arriving in English Harbour over the past few days," added Mark, "but we all agreed to rendezvous here at this party tonight."

Larry and I, and our third crewmember, a French businessman, had arrived in Antigua's Five Islands Bay on November 12th. "The trip down from Bermuda took us seven days," I told Mark. "Most of it into head winds." We'd left Bermuda on November 6th, motor-sailing into a ten-knot southeast breeze. The saying goes "get east early," so we headed to a traditional waypoint: 30/60 (30° North, 60° West), 100 miles south and 200 miles east of Bermuda. Going east of the rhumbline put us in a better position when we reached the tradewinds, on a beam reach as we headed to the islands.



When we reached 30/60, we found the normal northeast to east winds had become southeast, 12 to, at times, 20 knots, We motor-sailed with the main up for the next four days, riding up and down over five- to nine-foot southeast swells, barely making 140 miles a day.

—Continued on next page

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—*Continued from previous page*

We didn't reach the trades until 22° North, much farther south than usual. In fact, winds over the entire Bermuda Triangle were off this year. There were squally conditions east of the Stream, large patches of calm, and way too much southerly wind. Hank Schmitt on *Avocation* said it was the longest trip he's made in 20 years.

When we did enter the tradewinds, it was a delightful beam reach for the next two days.

Let me back up to the beginning of all of this.



Nelson's Dockyard, English Harbour, Antigua is a picturesque destination for rallies and independent sailors alike.

It was October 25th, 2019, the day before the NARC's suggested departure for Bermuda. Fifteen skippers were gathered at the Seamen's Institute in Newport, Rhode Island, with an additional four joining in us from Little Creek, Virginia, on Skype. Weather Routers Inc. (WXI) was giving us all an extensive on-line weather briefing. This is the second year the NARC had boats joining from the Chesapeake and the same weather forecast was relevant for them as well. What was of intense interest to all was a forecast period of gale-force southwesterlies the second night out, just as the departing boats neared the Gulf Stream. The system was to be short-lived, and WXI promised that the wind would abate and remain favorable for a run to Bermuda.

All but two of the Newport boats left the next day. It was a fast dash south to the Gulf Stream, but during that second night many of the boats were in for a pasting. Mark and Lisa Pallington, an English couple on *Wild Iris*, their Sweden 45, found themselves in the Gulf Stream with 50-knot gusts. "Luckily," Lisa told me in Bermuda, "the wind and the stream were in agreement. It was scary, but we knew the boat would handle it."

Jason Calianos, owner/skipper of *Parceira*, a Bavaria 45, who had left from Newport, was in the same position. "Winds were southwest steady at 40 with gusts to 50 knots."

Chinook, a Laffitte 44 cutter, had also left Newport that Saturday morning, but turned around later that afternoon when Chris Parker told them via satphone the southwest winds were to be stronger than WXI had predicted the day before. They came into Newport that evening and departed with us on the Monday.

On the Friday night, following the WXI briefing, Larry and I were in a quandary. Do we leave with the others, or wait out this system and leave Monday? We mulled over our options, and then went online to see what Windy and Passage Weather had to tell us. We studied the five-day predictions on Predict Weather. A Monday departure would keep us away from the rough weather and, with an inexperienced crewmember joining to make us three, we elected to wait. When *Chinook* sent us a text via satphone that they were returning to Newport, that clinched it.

On the Sunday we rode out 30-plus knots of wind and heavy rain anchored in Newport.

We left on October 18th in blustery conditions with 20 knots of northeast winds, driving us to a waypoint on the north edge of the Gulf Stream. We crossed the Stream in 25 knots of east wind, against the flow. I had expected worse than we got. We eased off, put the steep seas aft of the beam, and while steering west of south, we were actually heading east of south due to the Stream's 3.5-knot east flowing current. It took as six hours to get across, only to find the winds were dropping to a pleasant 12 to 15 knots, but moving into the southeast. We motor-sailed with the main for two days, and as the wind continued to drop we motored that last 50 miles into Town Cut on Bermuda, five days from Newport.

Hank Schmitt, a well-known delivery skipper, has been organizing the NARC every year since 1999. To get crews for the boats heading south he also started and continues to run Offshore Passage Opportunities (OPO), a crew placement network. As this was the NARC's 20th anniversary, Hank had organized a series of events for the crews on arrival in Bermuda. We were treated to a performance by a Bermuda Goombay dance troupe, all decked out in colorful costumes, dancing to a trio of energetic drummers. Our sailors joined in. There was a traditional Bermuda Fish Fry that evening, where Hank thanked the staff at the Dinghy Club for hosting the NARC for 20 years.

Hank and the NARC team also held a "thank you" reception at the Yachting Center for the helpful people at Bermuda Radio, Bermuda Customs and the Yacht Service Center.

The next day, November 5th, most of the NARC rally boats had left St. George's heading south or southeast, for the tropics.

The winds in the Bermuda Triangle this fall were indecisive, with frustrating areas of calm drifting about, and more southerly winds than any of us had seen before. But all the boats in this year's East Coast Rallies arrived safely, with stories to tell and pictures to show.

SOME GENERAL OBSERVATIONS

The number of catamarans is increasing. The NARC had one out of 16 boats, but nearly a third of the 70 boats in Salty Dawg were multihulls.

There were ten kids aboard six different boats, and a third of the Salty Dawg Rally participants were female. Ages of participants ranged from five to 81 years in the Salty Dawg.

The NARC Rally, known as an offshore boot camp, has a program where first-time offshore sailors can make the leap from coastal to offshore cruising in a one- or two-week voyage.

A quarter of the NARC's 60 participants paid for the opportunity to experience their first deep-water adventure aboard a Swan cruiser-racer under the command of an experienced and knowledgeable pro skipper.

I also noted some major differences between the rallies.

The Salty Dawg charges a fee for each boat. The NARC has no per-boat free, just US$100 per crewmember to cover the banquets. The Salty Dawg has impressive social schedules. Gathering a week before departure for dinners, parties, lectures, seminars, it's a yacht club for those who have no yacht club. The NARC is a bit more businesslike as many of the professional skippers are on delivery. And while there are no seminars or lectures, the NARC does provide a detailed weather briefing and group banquets at either end of the rally.

The NARC has a planned stop in Bermuda.

Departing from the Chesapeake, the Salty Dawg, being farther south, is in warmer waters and over the Gulf Stream in a day. The NARC, departing from Newport, takes nearly two days to reach the Stream, and leaves in much colder and at times blustery conditions, which can be a real test for first-timers.

Add the Caribbean 1500 East Coast to Virgin Islands rally to the Salty Dawg and the NARC, not to mention the granddaddy ARC rally from the Canary Islands to St. Lucia, plus the hundreds of boats that make the voyage on their own, or who summer-over, and we're talking a hefty economic impact on the Eastern Caribbean economy. But the numbers are only part of the story. It's the stories the crews swap once ashore — and will be telling and embellishing throughout their lives — that are worth telling. This fall's migration included gear failure, fish caught, books read and written, contrary winds, calms, limited fuel, getting struck by lightning, seasickness, moonlit nights, cockpit conversations and dramatic sunsets. When one boat in the Salty Dawg snagged a wandering fishing net in its prop in mid-ocean, a young crewman volunteered to go over the side and cut it loose. While so engaged, he noticed something large lurking beneath him. It was a curious young whale. Soon the entire crew was over the side to join it.



Comin' in from the Cold: ST. MAARTEN CALLS

by Chelsea Pyne

WE could have waited for the cold front to pass, but that would have meant we'd be stuck in Hampton, Virginia for another week. But we couldn't stand one more day. Heavy winds and rains chilled the anchorage enough that we shivered for nights on end. Dreaming of being in the Caribbean, we decided, like most of the other boats, to make a run for it.

This was our first real year of cruising. After Hurricane Irma laid waste to our island home of St. Maarten and our monohull, my boyfriend and I decided to both upgrade boat-wise and get out of Hurricane Row for the summer. We arrived in Miami and boarded our new catamaran, a Seawind 1160lite named *Stardust*.



We cruised as far as Newport, Rhode Island, before we started working our way back south. I was repeatedly told not to worry about the cold weather; the "Indian Summer" would last through October. Many nights we froze in Long Island Sound and I cursed myself for trusting those Yanks. The 1160lite is designed for warm water coastal cruising — perfect for the Caribbean. To our dismay, she remained an icebox as we jittered our way back south to Virginia, to join the Salty Dawg Rally from Hampton to Antigua.

We chose this rally at the suggestion of friends. It was also the quickest way back to St. Maarten. Although the rally officially ended in Antigua, we decided to forgo the post-rally parties and go straight to our home turf.

When we sailed out of the brown murky water in Virginia on November 2nd, we were wrapped in blankets. From then on, we de-layered by the day. Even though we were 1,400 nautical miles from home, the warming breeze was a welcomed taste of what was to come.

Or what we hoped was to come. We had five days to try to get across the Gulf Stream and far enough south to avoid the cold front trailing us. Our plan was to sail east toward Bermuda and then down to the Leeward Islands, giving us a nice angle — one where we weren't beating against the elements of the sea.

But we just couldn't manage it. Even though for a good part of the trip we held seven or eight knots of speed, the waves and current held us back.

Cruisers who had done this rally before told us the conditions we encountered were unusual. We should have gotten calmer seas and more agreeable winds, but it just wasn't the case this year. A week went by of being slingshot around the boat. It was too rough to stand; I spent my days sitting or lying down. The veins in my legs pulsated, perhaps from moving so little or from trying to find a comfortable position while on watch. Usually I can manage a yoga session on the boat, but I was not prepared for nonstop rough seas that put me into a sedentary state.

It had taken us two months to prepare for this rally. Ordering parts, a life raft, buckets, safety equipment, medicines, etcetera — we spent a fortune in the process. The Salty Dawg Rally held weeklong safety classes for participants and required us to have special communications equipment so we could stay in touch with everyone.

However, I hadn't attended the courses, to my captain's chagrin. It certainly would have been for everyone's best if I'd had more knowledge about safety at sea, plotting our waypoints, and deciphering the weather reports. But I was busy — and unmotivated. I spent the prior week at a work event and arrived at the boat the day before we departed. But I was not totally useless. I had recruited our third crewmember, Erik,

Left: In Hampton, Virginia, waiting to set sail.

Right: Dressed for cold weather with anti-seasickness glasses.

who was a huge help. Our catamaran can easily be sailed by two, but having an extra set of hands made all the difference. More sleep, less pressure, more accountability. It also made things less boring — boredom being something I've come to find as a huge hurdle while at sea.

Erik had never been to St. Maarten before and we were thrilled at the idea of showing off our island to him. I am no doubt biased, mostly because I've never lived in any other place that was so accepting and relaxed. St. Maarten is a melting pot of over 110 nationalities (or so I'm told). The community here is so wonderfully diverse. It's refreshing being in a place that recognizes what makes you different from one another and applauds your uniqueness. St. Maarten is a little hub of life and although it's a small island, I've never been bored thanks to what the vibrant community offers. It was these thoughts that made my night watches pass with a little more grace.

Had we continued farther down the East Coast, through the Bahamas and onward, the passage would have taken us months. No one on board had that kind of time. We wanted a quick ten to 12 days of smooth sailing. I can almost hear Mother Nature laughing at me in the background. We did not get smooth sailing and I averaged probably four hours of sleep per day. The waves played me like an accordion, outstretching my body and then crumpling my bones back into myself. I had to find positions of least resistance, and to surrender to the motion. The night the cold front did catch up with us, I thought "okay, any minute now I will collapse through this bed into the sea." It would be a better death than running a red light on my way to Walmart. I like the idea of Mother Nature claiming what's hers. "I've only one thing to do and that's to be the way that I am and then sink back into the ocean." Fortunately, our boat held up and we pressed southbound, day by slow day.

Staying sane and not losing my sleep-deprived wits was my biggest challenge. At one point, my captain woke me up from a fitful nap to tell me to come outside. Cranky as can be, I complained the whole way until my eyes registered and my excitement grew. Four hundred miles north of St. Maarten the color of the water was exhilarating, an intoxicating blue. I felt we were so close. He pointed in the distance to two things bobbing in the water. WHALES! Sperm whales, a mother and her calf. But they weren't spouting water, they were sleeping, upside down. I resonated with them. We were making our migration south together. I too wanted to sleep and wake up in warm, Caribbean water.



Other than a few nice moments, not a whole lot happened out at sea. In fact, I lost track of time. I was constantly checking to see what day it was — are we there yet? Nope. Since I didn't have e-mails to answer, how could I possibly know it was Wednesday?

—Continued on page 35



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Y2A BY ELLEN BIRRELL

Junior Sailing Programs Weigh In from Around the Caribbean

To ring in the New Year, Y2A reached out to junior sailing programs around the Caribbean to get their reports on 2019. This month, we'll be covering three island nations.

Reinier Calkhoven, Sint Maarten Yacht Club's Sailing Director, tells us that the Sint Maarten Yacht Club Sailing School currently has:

• 65 students enrolled in SMYC's weekly after-school lessons and another ten on the waiting list (up from around 50 this time the previous year).

• 25 students in SMYC's primary school program (from two local schools, Sr. Regina and the Seventh-Day Adventist School).

• Approximately six to eight students starting a new block of adult beginner lessons every four to five weeks.

Also, eight of SMYC's older students have been trained and are currently working as assistant sailing instructors.

On the racing side:

• Of the 65 students, about 20 to 25 race regularly.

• 20 to 25 boats take part in SMYC's Saturday Afternoon Dinghy Races.

• SMYC's SOL Optimist Championship in November had 31 competitors from St. Maarten, St. Martin, Antigua, Curaçao, St. Barth and St. Kitts.

• SMYC hosts the Domino's Interschool Regatta in January, where up to eight schools compete for best Dinghy Sailing Primary/High School.

• In April, SMYC will host the Grant Thornton Multi-Class Regatta which is open to five classes, and up to 50 boats are expected to take part this year.

From the other side of the island, Leonde Vermueulen reports on St. Martin:

The French side has its own sailing school: Club de Voile de Friar's Bay.

Starting from the 14th annual SOL St. Maarten Optimist Championship, SMYC is building a very good relationship with the French side's sailing school. They entered two kids in the regatta who had little racing experience but did very well. Mikias Michaux received the "Best Newcomer" trophy.



Young sailors burning up the course on RS Fevas.

BÉRÉNICE DIVEU

In November, Club de Voile de Friar's Bay brought four Laser Picos and several Optimist sailors to participate in SMYC's second annual Grant Thornton Season Championship.

Contact Antoine at antoinebomma97@gmail.com for more information about Club de Voile de Friar's Bay.

Staying in the northern Leeward islands, Simon Favaud, who was off-island for a year following the "IrMaria" 2017 hurricanes, reports on youth sailing in Saint Barths:

We still have our learning and racing programs for youths starting as young as five years old. We have good international ranking results in Optis, RS Fevas, Lasers and Windsurfers.

The Mini Bucket regatta in May is now registered as a national event, enabling sailors to be selected to compete in the national championship. More and more kids and adults are joining.

We bought a 40-foot catamaran in 2019 to be able to go racing in other islands such as St. Maarten/St. Martin, Anguilla and maybe St. Kitts and Antigua. The catamaran also provides accommodation for two new coaches.

So, yes, we are always expanding!

Next month Y2A will share a report farther down the Eastern Caribbean, including St. Kitts & Nevis and Grenada.

Don't see your favorite Caribbean youth sailing organization weighing in? Urge them to contact ellenbirrell@gmail.com.

Since 2014, Ellen Birrell & Captain James Hutchins have hosted 68 six-day High Adventure Scouting USA charters. Summer 2019, with support from the University of the Virgin Islands, they introduced STEM citizen science turtle counts and benthic surveys to scouts onboard S/V Boldly Go.

Support Learn to Sail

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children.

Today's island youth are tomorrow's island adults. "Y2A" supports healthy youth development focused on education, skills and opportunity. Learning to sail deepens a child's sense of self-esteem and their appreciation for the marine environment that surrounds them. This is important for the long-term wellbeing of locals and visitors alike.

Be part of a bright future. Support Learn to Sail programs for all Caribbean youth. The future of recreational and competitive sailing, and maybe even the health of coastal waters, depends on it.





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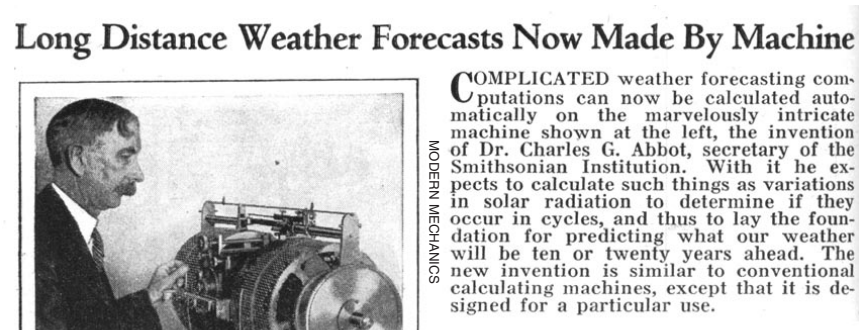
SELECTED ON-LINE WEATHER SOURCES

When was the last time you simply looked at the sky to forecast the next day's weather? For that matter, when was the last time you tapped a barometer? Yet weather prediction occupies a large part of sailors' attention.

Although it's been a long time since people tried to predict the weather by seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to WWV radio for marine storm warnings. The use of once-popular weatherfax has to a great extent been replaced by GRIB.

While SSB radio weather forecasts are 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 (tested PC and Andoid tablet compatible).

Is your favorite not here? Let us know at sally@caribbeancompass.com



Long Distance Weather Forecasts Now Made By Machine

COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

MODERN MECHANICS

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

An article from Modern Mechanics *magazine, 1932*

Caribbean National, Regional and Island Weather Websites

- ABCs Weather: www.meteo.cw/rad_loop.php
- Curaçao Met Department: www.meteo.cw
- Barbados Weather Satellite: http://barbadosweather.org/GOES16/Jiren_Satellite_Products.php
- Martinique Weather Radar: www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather (requires Adobe Flash, not Android compatible): www.hidromet.com.pa/index.php
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/Radar_Imagery
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

General Weather Websites

- NOAA National Weather Service Caribbean: www.weather.gov/marine/offnt3cmz
- Mike's Weather Page: www.spaghettimodels.com
- WINDFinder: www.windfinder.com
- ON Board ON Line: www.onboardonline/weathertools
- PassageWeather (provides seven-day wind, wave and weather forecasts): passageweather.com
- Weather Underground: www.wunderground.com/hurricane

General weather discussion on Wunderground: www.wunderground.com/cat6

- www.windyty.com (wind speed and direction for 14 days in about three-hour increments)
- Ventusky (similar to windyty): www.ventusky.com

Weather Conversions: http://weather.org/conversion.htm

Commercial Marine Weather Service Websites

- Buoyweather (free two-day forecasts and paid-for custom forecasts): www.buoyweather.com
- Chris Parker's Marine Weather Center (listen free on daily SSB nets, or subscribe for daily e-mails for your area): www.mwxc.com
- Atlantic severe storm prediction (paid subscription): www.stormpulse.com/atlantic

Hurricane Information Websites

- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov
- NHC Marine Weather Discussion: www.nhc.noaa.gov/text/MIAMIMATS.shtml
- NHC Offshore Reports: www.nhc.noaa.gov/marine/offshores.php
- AccuWeather: http://sirocco.accuweather.com
- Atlantic Hurricane Tracking Chart (print out for offline reference): www.nhc.noaa.gov/pdf/tracking_chart_atlantic.pdf
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin=at#contentw.nws.noaa
- NOAA Climate Discussion: www.climate.gov/news-features

In addition, surf and swell forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com.

Happy weather windows!

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www.caribbeancompass.com/online/jan_dec_2020.pdf

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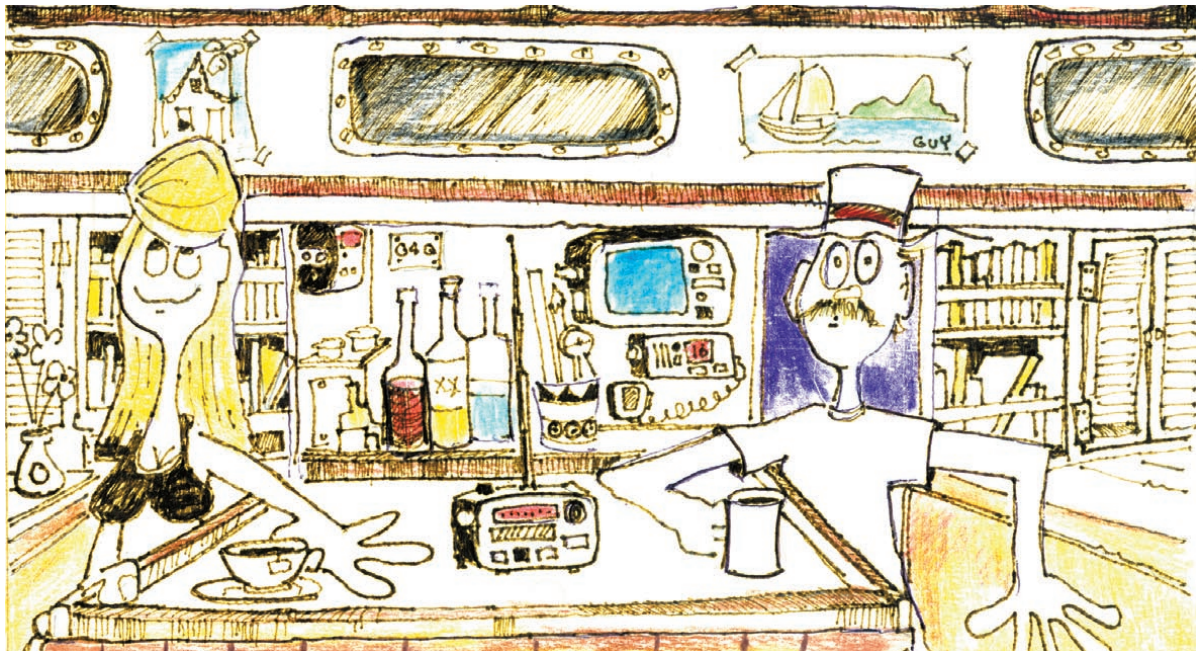
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GUY DEAN

Selected Caribbean Shortwave Weather Reports Winter 2020

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0915	0515	NOAA Daily Offshore Forecast**	A	Voice	USB
1000	0600	Daily Caribbean Weather	6215 (uncontrolled 1000-1200)		USB
1030	0630	Trinidad Emergency Net	3855		LSB/Ham
1030	0630	Carib. Emergency & Weather Net	3815		LSB/Ham
1100	0700	Caribbean Net (Mon-Sat)	7250		LSB/Ham
1100	0700	Eastern Carib. Weather (Chris)	4045 & 8137		USB (Note 1)
1130	0730	Bahamas Weather (Chris)	4045 & 8137		USB (Note 1)
1200	0800	Coconut Telegraph	4060		USB
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104		USB (Note 3)
1220	0820	Bahamas Weather (C6AGG C Wardle)	7096/3696		LSB/Ham
1230	0830	US East Coast, Atlantic NE of Bermuda (Chris)	8137/12350		USB (Note 1)
1245	0845	Waterway Cruising Club	7268		LSB/Ham
1330	0930	Western Carib. Weather (Chris)	8137 & 12350		USB (Note 1)
1330	0930	Panama Connection Net	8107 & 8167		USB
1330	0930	Cruizheimers Net	8152		USB
1400	1000	Northwest Caribbean Net	6209		USB
1530	1130	NOAA Offshore Forecast**	A	Voice	USB
2130	1730	Caribbean Cocktail & Weather	7086		LSB/Ham
2130	1730	NOAA Offshore Forecast**	A	Voice	USB
2130	1730	Transatlantic Cruisers' Net (KPK)	12350		USB (Note 3)
2200	1800	Carib. and Atlantic Weather (Chris)	8137 & 12350	Voice	USB (Notes 1 & 2)
2230	1830	Carib. Emergency & Weather	3815	Voice	LSB/Ham
0330	2330	NOAA Offshore Forecast**	A	Voice	USB
24/7/365		Maritime Mobile Net (Emergency, Weather & Assistance)			14300 USB/Ham

** Atlantic Standard Time (AST) does not shift to DST in the summer in Caribbean waters.*

*** NOAA frequencies (in kHz):*
NMN, Chesapeake, 4426, 6501, 8764, 13089. NMG, New Orleans, 4316, 8502, 12788

Note 1: Unless severe weather threatens, this net is not conducted on Sundays.
When there are active Tropical systems in the Atlantic, Marine Weather Center (Chris) runs a net at 2300 UTC/1900 AST on 8137 USB.

Note 2: Please hail Marine Weather Center 15 minutes before the net so that Chris knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passagemakers. For schedule updates see www.mwxc.com

Note 3: The Transatlantic Cruisers' Net operates only during yacht migration periods.

TIPS

- During severe tropical storm or hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/Ham and 3950 LSB/Ham.
- In case of maritime emergency, any vessel in distress can call the 24/7/365 Maritime Mobile Net on 14300 USB/Ham.
  Anyone, licensed or not, may legally operate on Ham or any other frequencies in the event of life-threatening or DISTRESS situations.
- A more complete schedule of East Coast cruising nets is available at www.docksideradio.com/east_coast.htm

NEW experimental 25 MHz WWV broadcast: WWV has resumed continuous time signal broadcasting on 25 MHz on an experimental basis. The broadcast consists of the normal WWV signal heard on all other WWV frequencies, at the same level of accuracy. As an experimental broadcast, the 25 MHz signal may be interrupted or suspended without notice.

CRUISERS' VHF NETS

See a list of selected cruisers' VHF Nets on page 4 of this issue of *Compass*!

Corrections and comments are welcome. Please send them to sally@caribbeancompass.com

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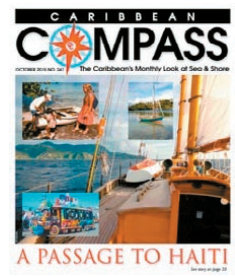
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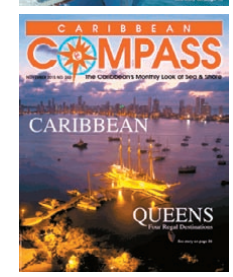
HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









East Indian FESTIVALS in Trinidad & Tobago

by Jo-Anne Nina Sewlal

One of the best things about the twin-island nation of Trinidad & Tobago is its mix of ethnicities and cultures. In our colonial past people from many other parts of the world came to our tiny islands to work on the sugar and cocoa plantations. These included East Indians of Hindu and Muslim backgrounds who, beginning in 1845, came as indentured labourers, bringing their religions and customs with them. The islands are now all-embracing, and persons of all races and faiths are welcomed to participate in the East Indian festivals and observances. I hope you will visit us, enjoy some of these celebrations, and gain an insight into the East Indian culture of Trinidad & Tobago.

Holi: A Spring Purification Rite

Phagwa or "Holi" is a Hindu spring festival and usually takes place during March or April, usually following the national Carnival celebration. It is not however, a public holiday. It will take place on March 9th and 10th, 2020.

It has deep religious significance as a purification rite that promotes good health. There is lots of joyful singing and dancing where participants are sprayed with colourful vegetable dyes called *abeer*. It is advisable to wear old clothes, although white is often worn — which does not stay white for long as it is quickly covered in these colourful dyes. Special folk songs called *chowtal* are sung, accompanied by a small hand drum called a *dholak*, and *majeera* (tiny cymbals held between the fingers).

The word "Holi" is derived from the Sanskrit word "Holika" meaning "parched grains." Holika is also a female central character in a story that explains the significance of this festival. She was an evil witch who could not be destroyed by fire. She was enlisted by her brother, the evil King Hiranyakashipu, to destroy his son Prahlada after he refused to worship him as a god. She took the boy to a large fire but, due to his great faith he survived and her powers were reduced, and she instead was destroyed in the fire. Persons who witnessed the event took her ashes (Holi) and threw them at each other. Today's Phagwa observances include burning an effigy of Holika as a symbol of purification.

Eid-ul-Fitr, the End of Ramadan

The next East Indian festival is Eid-ul-Fitr or Eid, which is a religious holiday of Muslim origin and is a public holiday in Trinidad & Tobago. It is the day that ends the holy month of Ramadan, which includes weeks of fasting. Devout Muslims eat at sunrise and abstain from food (some also abstain from water) until sunset when they break their fast. This lasts for 28 to 30 days until the new moon is sighted. They thank Allah for giving them the will, strength and endurance to observe this fast. The day starts with visiting the mosque for Eid prayers; afterwards alms are given to the less fortunate.

Eid-ul-Fitr also involves the renewal of family ties and includes visits from extended family and close family friends. There is delicious food including a variety of curried meats. But the signature dessert is *sawine*, in which toasted vermicelli noodles (similar to angel hair pasta) are boiled in milk and spices to an almost pudding-like consistency and served with raisins, almonds or maraschino cherries, or all three!

The Islamic year is based on the 13-month lunar calendar. As a result, each year Eid is celebrated ten days later than the previous year. It falls on May 24th this year.

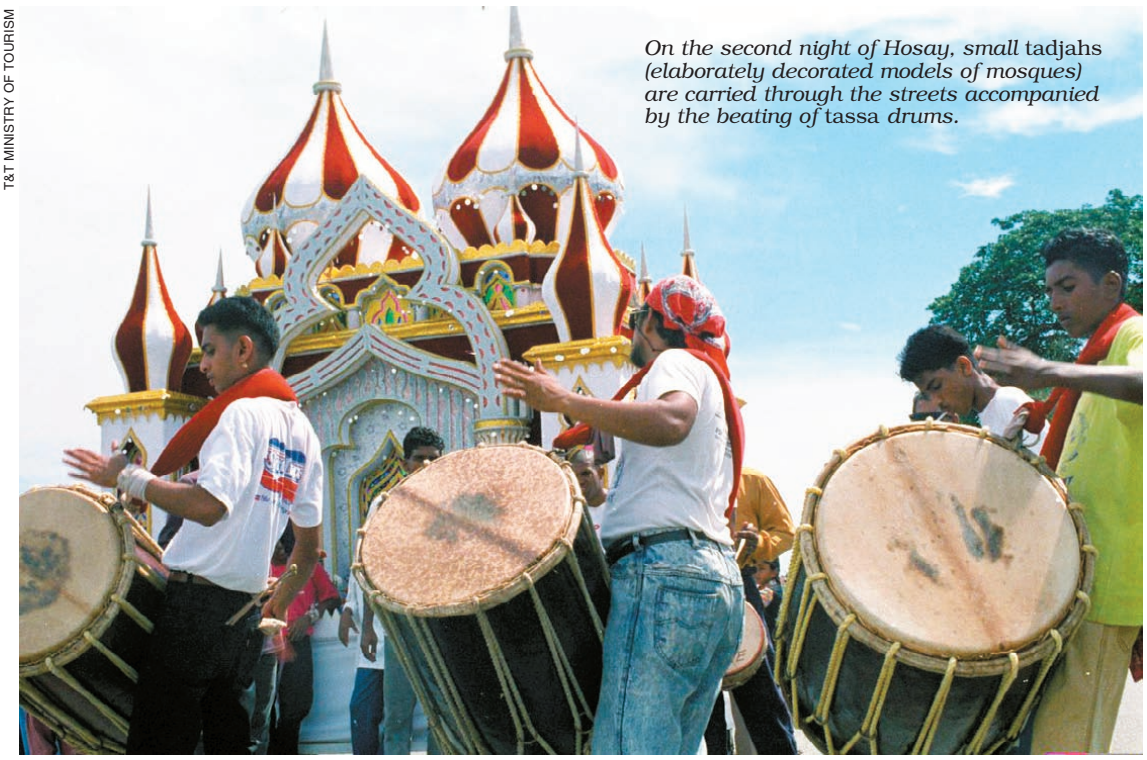
Hosay: Commemorative Processions

The festival of Hosay follows, which is observed by Shi'a Muslims throughout the world. Although it is referred to as a festival, it is a very solemn event as it commemorates the martyrdom of Hussain and Hassan (grandsons of the Prophet Mohammed) at the Battle of Kerbala in Persia (modern-day Iran). "Hosay" is actually a creole term, which is a distorted version of the name "Hussein".

Hosay can be observed early or late in the year and takes place over a period of four days. This year it begins on August 29th. The observances start on "Flag Night," when the first procession takes place. Persons walk through the streets carrying multicoloured flags to mark the start of the Battled of Karbala. On the second night, small *tadjahs* (elaborately decorated models of mosques) are carried through the streets accompanied by the beating of *tassa* drums (to symbolize war drums). The rhythm they play is set and played throughout the world for this observance. On the third night, the larger versions of the *tadjahs* are carried through the streets, each one measuring ten to 15 feet in height. Two dancers, each carrying two large crescent-shaped moons (representing the brothers) participate in the parade. Volunteers spend countless hours in "yards" making these *tadjahs* out of bamboo, coloured paper, tinsel and glass. The men that carry the *tadjahs* have to go through purification rituals that involve fasting, prayers and abstinence from sex.

—*Continued on next page*

T&T MINISTRY OF TOURISM



On the second night of Hosay, small tadjahs *(elaborately decorated models of mosques) are carried through the streets accompanied by the beating of* tassa *drums.*

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—*Continued from previous page*

On the final day there is a daytime procession that usually starts at 10:00AM, when the dancers with the moons go through the streets to an open field and dance with each other, simulating the battle and the brothers' triumph over death. A special prayer is offered for the dead as part the observance and represents the entombment of the brothers. The observance usually ends between 6:00 and 7:00PM that day, traditionally with the *taḍjahs* being thrown into the sea to ensure all prayers are answered. However, nowadays they are dismantled and disposed of in an environmentally friendly way.



Above: During Holi there is lots of joyful singing and dancing where participants are sprayed with colourful vegetable dyes called abeer.

Right: Newly arrived coolies in Trinidad, circa 1895.

Below: Divali commemorates the return of Lord Rama to the holy city of Ayodya after 14 years in exile on the darkest night of the year.



COURTESY JESSE JAMES

Hosay is observed annually in Tunapuna, Couva, Curepe and Cedros, with the largest observance held in St. James.

Divali: The Festival of Lights

Finally, there is Divali, which is a contraction of the Sanskrit word "Deepavali" which means "row of lights." It takes place in the month of Karthik (October – November) on the Hindu calendar, and is said to fall on the darkest night of the year. There is a popular story of the return of Lord Rama to the holy city of Ayodya after 14 years in exile on the darkest night of the year. The inhabitants of the city lit *deyas* (oil lamps) so that Lord Rama could find his way back. This festival, also called, the Festival of Lights, pays homage to the Hindu goddess Lakshmi, the goddess of light, wealth and prosperity. Hindus believe that she emerged from the Ocean of Milk (*Ksheer Sagar*) and endowed mankind with wealth and prosperity.

For Hindus there is a period of fasting and abstinence. A lot of preparation also takes place at Hindu homes, which receive a thorough cleaning as it is believed that Mother Lakshmi will not enter a dirty home. Also, new clothes have to be bought to wear on Divali day. Days before Divali, especially in our rural areas, it is not uncommon for the men in the village to "burst bamboo." Stalks of bamboo are split by drilling a small hole in them and placing kerosene inside, which is lit repeatedly while blowing on the flame. The split bamboo stalks are more pliable and can be bent into quite intricate designs and the joints provide ready made stands on which to place *deyas*. Bursting bamboo can be quite dangerous, however, and many have sustained facial injuries.

In the week leading up to Divali, organizations, businesses, banks and schools organize cultural programmes. Staff and students dress in East Indian ethnic wear. East Indian sweets and *parsad* (a traditional sweet served at Hindu religious ceremonies, made by toasting flour and cooking it while adding milk and sugar to produce something like cookie dough) are also distributed to staff and customers. Many businesses have sales and specials for this season.



Divali celebrations are held at the Divali Nagar site (official headquarters of the National Council for Indian Culture) in Chaguanas, the first Hindu theme park in the world. Here, a week of cultural, religious, commercial and educational activities are held. Theatrical re-enactments of stories from the Hindu scriptures also take place before Divali (usually in October). There is the nine-day outdoor festival of Ramleela, which tells the story of Lord Rama. There are colourful costumes, music, dancing and an explosive finale! The most elaborate re-enactments are held in the towns of Couva and Felicity.

At 6:00PM, there is a *pooja* (prayer) to Mother Lakshmi that the family takes part in. Afterwards *parsad* and other Indian sweets such as *kurma, ladoo, jalebi, gullab jamun, peera* and *barfi* are distributed to family and friends. Friends and relatives are also invited to come over and light *deyas*, which are tiny clay lamps resembling a little bowl, which contain a cotton wick and are filled with coconut oil. *Deyas* are in countless homes, even on sidewalks and in elaborate displays in yards of private residences, parks and other community spaces. Once the *deyas* are lit, people dine on a vegetarian dinner typically consisting of curried potatoes and chickpeas, curried breadfruit, pumpkin, and rice served on a *sohari* leaf (relative of the banana family), all of which is eaten with your hands. Now that's smart — no washing up after! Also, please do not eat the leaf; it is not the salad.

I hope that you have enjoyed this written tour of the East Indian festivals of Trinidad & Tobago — where, as our national anthem says, "every creed and race finds an equal place" — and will come to visit us soon.



SHELTER BAY MARINA
at the Panama Canal

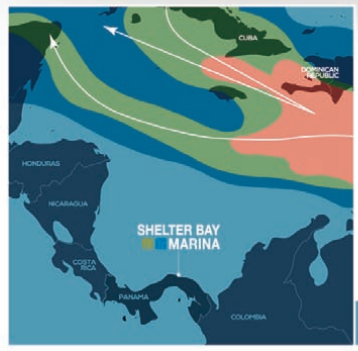
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THE 70TH ANNIVERSARY OF LE SELECT

by John Everton

I made a special point of attending this momentous and gala festival, held November 8th through 11th, 2019, because it was in the present incarnation of Le Select where I met my wife, Roni, 41 years ago when she made landfall in St. Barts from England. She was born the same year as Le Select —1949.

Roni missed experiencing the "old Select" by a year or so. I was lucky enough to reach St. Barts a few years before her (1972 vs. 1978) and be able to spend many memorable hours in the old Select, a yellow-shingled traditional St. Barts house with red swinging saloon doors. The only people you ever saw there were sailors and locals; very seldom would a Frenchman be seen there. Occasionally one of the Windjammer vessels would call in to St. Barts and there would be a dance that night at Le Select, with the phonograph needle jumping along with all the people "jumping up" as the floor went up and down. The bar itself had lots of patina, much of it in the form of termite holes. The nine Stakelborough kids all took their turns tending bar as they grew up and Marius, the patriarch — who called himself "the last black Swede in St. Barts" — worked mornings at the weather station up the hill next to the lighthouse. His wife, Helene, a wonderful woman of Norman or Breton descent, cooked food for everyone, oversaw the bar, and kept rabbits in hutches behind the bar. Her stewed rabbit was delicious! She had a delightful sense of humour and I've missed seeing her there for the many years since she passed.





Above: Le Select's patriarch, Marius Stakelborough, with Roni and John Everton.

Left: The festival was all about music and people and the part that music plays in people's lives.

Ten years ago Roni and I were lucky enough to leave the Chesapeake Bay with our two grown-up kids, Kylie and Iain, aboard our 1943-built, 50-foot wooden ketch, *Gaucho*, and reach St. Barts in 14 days, a few days before Le Select's 60th anniversary celebration got underway. That was a great party, especially with our kids. As I told Marius, we were the only people to sail from the US for the party!

With our history in Le Select and on St. Barts it was well worth the effort to get there for the 70th, including a three-day slog in rough seas across the Anegada Passage against a due-east wind and plenty of current against us. Since we down-sized to a relatively light nine-ton, 35-foot sloop after living aboard 37-ton, 50-foot *Gaucho* for 34 years, we've found out one of the consequences of down-sizing is less comfort in a big sea.

This year the party, though smaller, was better in many respects — no "parrot-heads" (Jimmy Buffet fans; Le Select was the inspiration for his "Cheeseburger in Paradise") invading the island who didn't even know Marius, no megayachts running their generators and creating exhaust fumes at the main dock, in fact no music at all on the main dock except for the concert at the Portuguese Festival — everything was up on the stage in the garden of Le Select.

For four days and nights the diverse music entertained everyone. It included Sweet Pan, Dynasti'z, New Creation, Les Romantiques, Ambyans, Soley and Jimmy. The most memorable band to me included a beautiful young woman with a haunting voice and her guitarist accompaniment. Great music for dancing, which I did plenty of trying to get my back in shape after straining it grinding winches for a few days (the *p'tit punches* helped too!).

All but one of Marius's children were seen, with several grandchildren, along with old friends from the States and the islands. Marius, though 96 now and a bit more frail than at the 60th, remembered that Roni and I had met there. He had done a wonderful job creating a museum of Le Select and St Barts memorabilia with photos, news clippings, scrap books and paintings. It is on the back street near Shell Beach and was open to the public during the party and attracted a large crowd.

It was good to see my old friend David Wegman there, after losing *Afrigan Queen* — his circumnavigating Coral Bay, Block Island schooner — in Hurricane Irma. Heidi and Lynney, a couple of other friends who summer on the same island in northern Maine, were also there, and other old timers included Gail Creaser, PJ and Annie, and Ina.

I particularly enjoyed seeing Maurice Mayer out playing music after losing his wife of 61 years, Bernadette. For many years after he retired from seafaring he used to drive the St. Barts pilots out to the incoming ships. I love to hear him talk about his seafaring days and see his passion for music. And the festival was all about music and people and the part that music plays in people's lives.

Many thanks to our local friends who put us up while there, Harry and Marjorie Romney by La Pointe and Lucky Luke and Rachel Garrin around the harbour. Thanks also to Fast Eddy and Brigette for the great parties and food, and huge thanks to the Stakelboroughs and their friends for the champagne, delicious hors d'oeuvres and all their organizing. It was a wonderful party!

And special thanks to Marius for keeping such an iconic bar going for 70 years!

We so much enjoyed re-connecting with old friends and making new ones, too numerous to name. I am already looking forward to the 80th!

Ocean Plastic Pollution Research Crew Sails Caribbean



Above: Emily attaching tracker to debris.



EMMA FEGGETTER

Right: Studying samples and collecting data on ocean pollutants.

Plastic pollution in the marine environment has emerged in the past decade as an important global environmental issue. These contaminants are ubiquitous in nature and the threat they pose to marine life is real and persistent.

eXXpedition is a not-for-profit organization of all-female scientific researchers. It has run expeditions all over the world — trips with a focus on highlighting the impact single-use plastic is having on our planet's ecosystems and on human health. Its current two-year mission is to circumnavigate the globe under sail, exploring the problem of microplastics in the oceans by taking and studying samples. Mission Director Emily Penn, who founded eXXpedition in 2014, says that the solution is to "turn off the tap" on land and stop the plastic entering the sea in the first place.

The research will focus on working out what types of plastic are present and which industries they have come from in order to tailor solutions. Scientists working closely with the University of Plymouth's International Marine Litter Research Unit will also research the impact of plastic on environmental, animal, and human health.

S/V TravelEdge, the expedition's vessel, is a 73-foot ketch with the highest UK Maritime and Coastguard Agency (MCA) safety rating — MCA Category 0. This means that she is built and equipped to sail anywhere in the world in any conditions. She has sailed around the world already, was chosen by the British Army for an expedition to Antarctica in 2001-2, and has completed many seasons of UK-based sail training in all weathers.

Previous Caribbean eXXpedition missions have included a sail aboard *S/V Sea Dragon* in 2016 from Trinidad to Barbados, St. Lucia, Dominica and Antigua. A 2017 sail visited Grenada, Barbados and St. Lucia.

S/V TravelEdge arrived in Antigua from the Azores on November 16th, 2019. Recently Emily Penn said, "We're excited to be exploring Antigua, Bonaire and Aruba during the next stage of eXXpedition Round the World. These islands provide the perfect bases for us to consider the issues of plastic pollution at an island scale, which is reflective of the issues at a larger, global scale."

In Antigua, the crew gathered scientific samples from local waters; visited a local sanitary landfill and discussed Antigua & Barbuda's ban on plastic bags and styrofoam with personnel there. They cleaned up one of the beaches of Green Island, off Antigua's Atlantic coast.

S/V TravelEdge departed Antigua on November 29th, bound for Bonaire. This leg of the voyage was sponsored by the Red Ensign Group and Antiguan partners Impact Blue, Budget Marine (see related item in Business Briefs on page 8), The Clubhouse and Antigua Yacht Club.

Crewmember Dr. La Daana Kanhhai, a Trinidadian marine scientist, described some of the equipment used aboard to collect data: the Van Veen Grab (a device is used to grab sediment samples from the ocean floor), the Manta Trawl (used to collect surface water samples by skimming the ocean surface), and the Niskin Bottle (used to collect subsurface samples, 25 meters below the ocean surface).

Dr. Kanhhai writes, "On Leg 4, we have been fortunate to have good weather to sample the sediment and aquatic compartments (ocean layers). The Van Veen Grab was used to collect the sediment samples, while the Manta Trawl was used to sample the surface water and the Niskin Bottle was used to sample sub-surface water 25 metres below the surface.

"Traditionally it has been thought that the majority of plastic would be present in the surface layer. However, recently we are finding microplastics in all marine layers. In order to validate the presence of microplastic and its concentration in the marine environment, it is important to sample various sediment, sub-surface and surface layers.

"Once plastic debris and microplastics are present in the environment compartments, these contaminants may pose a threat to the organisms that live there. Therefore, the collection of data regarding microplastic abundance, distribution and composition is important as it provides an indication of hotspots of accumulation. By identifying the polymer types of the microplastics that we collect, we are able to get an idea about the source of the plastic.

"This helps us better understand the problem and where the plastic is coming from, and look towards solutions."

The crew on board Leg 5, from Aruba to Panama, will sail roughly 700 nautical miles, crossing through Kuna Yala / San Blas. They were scheduled to depart Aruba on December 13th, as this issue of *Compass* goes to press.

Visit www.eXXpedition.com for more information.





CARTAGENA FOR CRUISERS

by Pedro Rodriguez

DESTINATIONS

ALL PHOTOS: PROCOLOMBIA



A large anchorage is available in the Inner Bay.

It has been a long time since we updated *Compass* readers on Cartagena, Colombia, either the city itself or as a sailing destination. Here is a summary as of December 2019.

The city is better than ever. It is the new kid on the block worldwide as a culture and boutique destination, recommended by most of the luxury and "unexplored tourism" agencies and magazines. Cartagena has changed radically for the better in the last ten years. With excellent food, nice boutique hotels and great connectivity with the United States, this city has seen more tourists in the last two years than the total of everyone who has visited in the previous decade. The exchange rate (3,400 pesos for US$1) has made this city more affordable than ever, allowing you to experience pleasures you could barely have imagined in the past.

Depending where you are coming from, you have several places to stop en route to Cartagena if you don't want to make a long passage. If you are coming from the ABCs, Cabo de la Vela is available, Marina Santa Marta is a very good option, and just beyond Santa Marta is Puerto Velero Marina at Barranquilla.

The entrance to Cartagena Bay is very well marked; buoys mark the channels. A large anchorage is available in the Inner Bay in case you arrive late at night or you don't have a marina slip arranged.

So what about sailing to Cartagena and staying for some weeks?

Over the last few years the city has had a sharp drop in sailboat arrivals compared with the first 15 years of this century.

—Continued on next page



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This was due to the lack of slips, reinforced by the government decision to prevent construction of new marinas or expansion of the current ones. The result was that lots of the visiting boats anchored in the bay, and the crews worried about leaving their boats out there in the night while visiting the city for food and libations. Those who wanted to leave the boat in a safe place in order to travel had even more to worry about.



Today things are completely different. Since the government has allowed existing marinas to expand their docks, enough space is now finally available.

Left & Right: The old city and the tourist areas are safe to walk at all hours of the day and night.

Now with a place for the boat to stay, how is the experience for visitors?

First and most important, Cartagena is one of the safest cities in the Caribbean. The old city and the tourist areas are safe to walk at all hours of the day and night and crimes such as pick-pocketing have been almost non-existent in recent years. (Of course taking an inexpensive taxi at night from your restaurant or bar to the marina is always a good habit to follow.)

Because of the Colombian peso exchange rate, most of the activities in Cartagena are much lower in cost than in many other Caribbean ports. Bars and restaurants are inexpensive and so is competent boat work, so planning to have significant repairs done here on your boat is an attractive option. We are also seeing lots of sailors making appointments with dentists, dermatologists, etcetera, instead of waiting for a trip home to check on multiple health issues.

Cartagena is one of the oldest cities in the New World. Because it was so prosperous during Colonial days, the King of Spain protected it with a fortified wall and numerous forts to defend against pirate attacks. The result was over 11 kilometres of picturesque city walls, the largest Spanish Colonial fortress in the New World, and the most heavily fortified city of the Spanish Empire. Cartagena is unique, authentic, and loaded with history.

What are the marina options like?

We worked with the nicest marina we found in Cartagena. It is the Club de Pesca de Cartagena, a marina founded 80 years ago adjacent to a 1700s Spanish fort called El Pastelillo. It is a members-only yacht club that has recently dedicated a complete dock with 30 slips to receive visitors in transit. Both multihulls and monohulls are welcome, as well as megayachts up to 15 feet of draft. A whole table of prices is available at their website, www.clubdepescadecartagena.com.

Club Náutico, Manzanillo Marina, Náutica Integral, Rosales and some other facilities have slips available as well, and at competitive prices.

Club de Pesca and Manzanillo Marina are the only marinas with travel lifts, but several shipyards are also available in the city, with reasonable prices for boat work.

What else should I know before my arrival in Cartagena?

Check the Colombian Nautical Guide for information on all Colombia's ports on the Caribbean coast:
https://drive.google.com/file/d/1sxXWQjJ_f8kPg_t8FL9Nl2Ff0cu2hXBF/view

If it is possible, get in contact with one of the Maritime Agents available. If you have decided on a marina, contact them for recommended agents. Set the price and let them know your approximate ETA.

VHF 16 is the official communication channel for coastguard and marine traffic on your arrival.

Have your boat papers on hand.

Have the departure papers from your last port before entering Colombia on hand.

Be sure you know your chosen marina's communication channel.

What are the procedures for staying in Cartagena?

The truth is that requirements and fees to enter Colombian waters have been constantly changing in the past ten years, but now they seem to have stabilized.

All foreign vessels entering the country must be represented by a maritime agent, who is responsible for carrying out all procedures with local authorities. It is advisable to contact a maritime agent before arriving in the country to expedite the procedures necessary to enter the country with your boat. The marinas can help you in choosing a maritime agent. It is important to note that the agent, being a private company, establishes his service rates autonomously.



—Continued on next page



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—*Continued from previous page*

There are three government agencies involved in your arrival:

• MIGRACION COLOMBIA (Immigration authorities)

• DIAN (Imuestos y Aduanas Nacionales): The entity that regulates the tax and Customs regime.

• DIMAR (Maritime Director): Part of the National Navy, it is the entity that regulates and controls all maritime activity. This control is carried out by the Port Captaincy in each region.

Contact with ICA (Instituto Colombiano Agropecuario) is necessary only if you have pets onboard.

Can you walk me through entering Colombia step by step?

Decide immediately if you plan to stay less than five days. Procedures are much easier, and arrival and departure can be arranged at one time. You don't need to have a temporary import permit and you will save US$100 on the cruise permit.



Cartagena boasts the largest Spanish Colonial fortress in the New World, Castillo San Felipe de Barajas.

Notify your agent if you want to stay more than five days. Failure to do so can mean trouble with Customs, an expensive fine, and being forced to leave the country immediately.

Note: The following steps must be done through a Maritime Agency:

• Steps 2, 3 and 4 if you plan to stay less than five days

• Steps 3 through 8 if you plan to stay longer than five days.

IF YOU PLAN TO STAY LESS THAN FIVE DAYS

1) Announce your arrival by VHF (channel 16) to Cartagena Port Control ("Control San Jose"). Request entry and make note of the entry number that they provide you.

2) Go to the marina or designated anchorage area. (See Nautical Guide.)

3) Legalize your arrival via an "Acta de Visita" and a visit by an officer from the Port Authorities.

4) Request permission of tourist permanency from Migration Colombia.

5) If you have pets on board, request an ICA visit.

6) If you are planning to stay less than five days, register your arrival and get your *zarpe* (permission to sail). Both permissions must be requested from the corresponding Port Captain. It is necessary to present the papers from the last port visited outside of Colombia.

IF THE BOAT WILL EXCEED FIVE DAYS IN COLOMBIAN WATERS:

1) Announce the arrival by VHF (channel 16) to Cartagena Port Control ("Control San José".) Request entry and make note of the entry number that they provide you.

2) Go to the marina or anchorage area enabled. (See Nautical Guide.)

3) Legalize your arrival via an "Acta de Visita" and a visit by an officer from the Port authorities.

4) Request permission of tourist permanency from Migration Colombia.

5) If you have pets on board, request an ICA visit.

6) Request a temporary import permit for the boat from the National Tax and Customs Office for the term of stay. (DIAN)

7) Request boat's permission of permanency to the corresponding Port Captaincy. (Cruising Permit)

8) Before leaving Colombia, request permission to sail (*zarpe*, valid for 24 hours) to the Port Captaincy. It is mandatory to provide your next foreign port of call.

For how long are the permits valid?

Passport stamp: Maximum of 90 days and you can extend for a maximum of six months in a calendar year.

Temporary import permit: One year and you can extend for one more year.

Cruise permit: Valid for two months. Six-month extensions are possible until you complete two years in total.

Zarpe: 24 hours.

What are the costs involved?

I am only able to provide the costs of the permits you need from the government. The fees charged by the Maritime Agency may vary widely. Also keep in mind that some marinas are less accessible than others and the cost of transportation of personnel and officers is different. The total will be around US$200, but it can be lower or it can be more expensive.

PERMIT	*US$*	*AGENT FEE*
Acta de Visita (arrival visit)	*1.00*	*14.00*
Inmigracion Colombia (passports arrival)	*0*	*14.00*
Import Permit – DIAN	*0*	*35.00*
Permanencia en Puerto (cruise permit)	*100.00*	*10.50*
ICA (Pets)	*0*	*0*
Migracion Colombia (passports departure)	*0*	*14.00*
Zarpe (set sail)	*0*	*14.00*
TOTAL	*101.00*	*101.00*

What is the procedure if I want to travel to different ports in Colombia?

If your boat has an AIS transponder, you don't need to file physical departure papers (*zarpe*) to cruise within Colombian waters. All you have to do is call Maritime Control on VHF 16, announce the name of your boat, the captain's name, the name of your Maritime Agency, your next port's name and your ETA. Maritime control will answer and give you an electronic verification number. It can be given through your e-mail or immediately by VHF radio.

We look forward to welcoming you to the wonderful port city of Cartagena!

Check the Colombian Nautical Guide for information on all Colombia's ports on the Caribbean coast:
https://drive.google.com/file/d/1sxXWQjJ_f8kPg_t8FL9Nl2Ff0cu2hXBF/view



—Continued from page 20

I was able to judge the passing of time in other ways, through one of nature's clues: the empty fridge. The veggies vanished and I had to get increasingly creative in the galley. Who doesn't love pancakes for dinner? On top of that, I started needing my fan to sleep comfortably. And although I'm not thrilled about clammy nights, I rejoiced in the notion that it was warm enough to need the breeze. "St. Maarten," I thought, "I'm coming for you."



It was truly the allure of the island that made this rather hellish journey worth it. The thought of spending the next week swimming every single day in crystal-blue water put me in a giddy state. The fact that soon I'd have real Indian food again, and I'd be eating it on Kimsha Beach and not from a can in my galley — wow! Knowing that I would be sipping wine at Lagoonies, my all-time favorite bar on the island. That I'd be back in the arms of the greatest people I know.

With me staying in this dream state, we managed to pull into Marigot Bay on St. Martin 14 days later and my hallucinations became reality. The island of St. Maarten/St. Martin is a special place, one well worth the struggle of getting to her.

When one door is closed, don't you know another is open?
— Bob Marley, "Comin' in from the Cold"

Chelsea's Top St. Maarten Spots

Planning a trip to St. Maarten? Here are a few of my favorite spots for food and fun:
Shiv Shakti — Indian food
Grand Case "lolos" — low cost local food
Little Jerusalem — shawarmas
Lagoonies Bistro — pull up in your dinghy!
St. Maarten Yacht Club
Mullet Bay Beach
Bellevue Mountain — biking trails
Trisport — cliffside hike at Guana Bay
NoCo Art Studio
El Zafiro — dynamic yoga on the beach

Left: Marigot Bay at last.

Below: First stop on land — Lagoonies for wine.






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The Yellow-Crowned Night Heron — The Twilight Sorceress

Our neighbors have curious habits: they appear to stay up all night, sometimes talking loudly in a foreign language, or arriving in the late hours of the night with ear-splitting calls. Yet every day like clockwork, they watch the new dawn with puffed up feathers, gawking calls and toothless smiles on beaked jaws. Then, from dawn until dusk, they move noiseless as shadows in the sunlight, snoozing and grooming in between hushed trips to foraging grounds on the coast.

You may have guessed that these are no ordinary neighbors, but rather a small colony of about six Yellow-Crowned Night Herons (*Nyctanassa violacea*) that roost on the enormous limbs of a kapok tree (*Ceiba pentandra*) standing about one hundred metres from our house in Grenada. Bizarrely, this tree, also known in the West Indies as the "silk-cotton tree," "god tree" and "devil tree," is often associated with the supernatural. According to a folk tale from Trinidad & Tobago, the devil himself lives inside a Kapok tree growing deep in the forest. So how fitting that these semi-nocturnal herons with demoniac blazing eyes should inhabit a "devil tree"!

Yellow-Crowned Night Herons have deep orange eyes, which during the breeding season turn piercing red – but contrary to the ghoulish characters of folklore, adult Yellow-Crowned Night Herons are graceful, beautiful creatures, dressed in soft blue-grey plumage, with a raven-black head and face, contrasting white cheeks and a white crown. The latter acquires a yellowish hue during the breeding season, and even though the bird's head and bill appear disproportionally large relative to the slim extended neck and the streamlined body, the adorning whitish plumes on the crown lends it elegance.

Yellow-Crowned Night Herons were once thought to be closely related to the similar looking Black-Crowned Night Herons (*Nycticorax nicticorax*). However, DNA-DNA hybridization analysis, used to determine



Above: Adult Yellow-Crowned Night Herons are graceful, beautiful creatures, dressed in soft blue-grey plumage.

Below: This photo of a juvenile shows how very distinct these youths are from the adults.



the genetic distance between two organisms, has found that the two species are as distinct from one another as each is from most day herons, hence Yellow-Crowned Night Herons have been placed within their own genus Nyctanassa, a name derived from ancient Greek, meaning "night-lady" or "night-queen," as a reference to their nocturnal habits and exquisite beauty. Yellow-Crowned Herons are both diurnal and nocturnal, but they tend to roost in the trees by day and feed at night. Their large eyes are most likely an adaptation for feeding in crepuscular and nocturnal conditions.

Although Yellow-Crowneds are found as far north as Virginia in the United States, they are primarily a tropical species inhabiting the freshwater and coastal regions of the Americas. These birds are common throughout the West Indies, where they can be seen creeping along while stalking prey, or simply standing very still in the mangrove swamps, green grassy marshes, creeks and saline ponds of the region. They are the most sedentary foragers of all the American herons, often spending more than 80 percent of their time engaged in stationary foraging.

Only a few months ago, while on the way to the beach for a barbecue, I passed an individual standing motionless as if carved in stone. Incredibly, upon my return some hours later, the heron had not visibly moved.

When hunting, they stand upright or crouching, neck extended or retracted, neck or head swaying mesmerizingly from side to side, before lunging at prey with their powerful bills. Their diet consists 80 percent of crayfish and crabs, particularly fiddler crabs, mangrove crabs and land crabs. Yellow-Crowned Night Herons are so bent on hunting fiddler crabs that they schedule their hunting time around low tide, when these crabs are more accessible. When temperatures drop below 15°C (59°F) and fiddler crabs retreat to their burrows, Yellow-Crowned Night Herons from the cooler regions migrate to tropical and subtropical latitudes, including the West Indies, where crabs are available all year round.

Although all Yellow-Crowneds eat crabs, not all bills are equal — the size of the bill varies geographically depending on the size of the crabs available; West Indian populations have heavier bills adapted to feed on large hard-shelled land crabs. Upon capturing a large crab, the Yellow-Crowned Night Heron grasps it by the legs or pincers and relocates it to an open area where the crab is unable to escape. The heron will then shake it vigorously to dismember it, before eating it, body first. At times, the bird uses its bill to impale the crab though the shell, paralyzing the victim, thus making it easier to handle. But, despite its evolutionary adaptations for a crab-based diet, Yellow-Crowneds will also eat insects, frogs, tadpoles, snakes, lizards, young birds and small mammals.

In the West Indies, Yellow-Crowneds time their breeding season with the onset of the rainy season and therefore a higher availability of crabs. Recent research by The Center for Conservation Biology at the Virginia Commonwealth University found that Yellow Crowned Night Herons are adapting to climate change: data suggests that over the span of 50 years, migratory populations have shifted their breeding season forward by more than 20 days. Researchers in the Tidewater region of Virginia compared incubation dates from 2015 with dates collected in the 1960s and found that these birds are arriving and laying their eggs earlier. This rapid shift is the direct result of an earlier spring and consequently, an extended fiddler crab season.

It is their ability to adapt that makes the Yellow-Crowned Night Herons such a successful species; not only are they quickly adapting to climate change, but they have long ago adapted to living alongside humans – they are known to set up home on rooftops, driveways and roadsides, sometimes leaving a collection of discarded crab shells beneath the nest for the not-so-happy humans to clean up. This, however, occurs only in suburban areas, following the degradation of their natural breeding sites. These herons are extremely loyal to their nest sites and may reuse the same fork in a tree for their entire adult lives.

Meanwhile, our neighbors seem perfectly content to maintain a little distance between us, allowing me the occasional glimpse into their lives. Last April, I watched with fascination as a couple built a nest on a fork of the kapok tree. The smaller-sized female wove the nest, while the formidable male supplied the sticks, each time landing on a branch just below the nest site and then walking slowly the rest of the way to the nest, with a large stick held in his strong mandibles, balancing precariously along the thorn-encrusted branch to where his mate stood — waiting on him with nuptial plumes raised above her mesmerizing cobra neck. Perched below them often stood a juvenile (possibly from last year's breeding season) dressed in mottled brown and with striking red eyes, watching and learning. Typically, Yellow-Crowned Night Herons breed at two years of age; however, an immature female has been observed to successfully breed with an adult male.

These stunning red-eyed beauties are quite hard to miss at 55 to 70cm tall (1' 10" to 2' 4"). Look out for a glimpse of these wild creatures and listen for their loud squawking calls around sunset as they take to the wing in twos and threes and make their way toward the foraging grounds — large birds flying on broad wings with languid beats and long yellow legs extending beyond the tail; ruby-eyed, twilight-sorceresses slinking into the night until the new day dawns.

The Sky from Mid-January to Mid-February

Detractors showed "a greater fondness for their own opinions than for truth. They sought to deny and disprove the new things which, if they had cared to look for themselves, their own senses would have demonstrated to them."
— Galileo Galilei in a letter to the Grand Duchess Christina of Tuscany (1615)



OPERE DI GALILEO GALILEI (1655)

"My dear Kepler, I wish that we might laugh at the remarkable stupidity of the common herd. What do you have to say about the principal philosophers of this academy who are filled with the stubbornness of an asp and do not want to look at either the planets, the moon or the telescope, even though I have freely and deliberately offered them the opportunity a thousand times? Truly, just as the asp stops its ears, so do these philosophers shut their eyes to the light of truth."
— Galileo Galilei's letter to Johannes Kepler (1623)

Right: Galileo Galilei (1564-1642). Illustration from Opere di (Works of) Galileo Galilei (1655) by F. Villamoena.

Left: Galileo offering his telescope to Ourania, the goddess of astronomy, with her attendants.

The physicist, mathematician, astronomer and philosopher Galileo Galilei was born on February 15th, 1564. Galileo sparked the birth of the scientific method and modern astronomy with his observations of the Moon, phases of Venus, moons around Jupiter, sunspots, and the news that seemingly countless individual stars make up the Milky Way Galaxy. The ideas he put forward, though correct, were met with large amounts of controversy and resistance from the Church. The Church thought it was heresy to propose that the Earth revolved around the Sun. The Church's answer was to imprison Galileo. With his improved design of the telescope for use in astronomy he discovered that the Moon had mountains. His disbelievers refused to acknowledge his discovery or even look through his telescope at the Moon.

Thursday, January 16th

For a few minutes before midnight you might catch a glimpse of a few shooting stars radiating out of the east southeast. Tonight marks the peak of the Eta Craterids meteor shower. This minor shower is active from January 11th through 22nd. The meteors will be overflowing from the cup of Apollo or the constellation Crater.

Friday, January 17th

Some meteors will streak across the sky a few hours after sunset. First discovered in 1872, the Delta Cancrids shower is active December 14th through February 14th. The shower peaks tonight as Earth makes passage through the greatest volume of



debris left behind by an asteroid. The last near Earth pass of this asteroid occurred on January 7th, 2002.

—Continued on next page

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—*Continued from previous page*

Saturday, January 18th

Scorpius the Scorpion is slowly creeping above the eastern horizon a few hours before sunrise. Take notice in Scorpius that Ares (Mars) has now invaded the territory of anti-Ares (Antares). While Antares is expected to go supernova at any time, the star twinkle is caused by atmospheric turbulence. Chances are it is not starting to explode — or is it? When visible from Earth the supernova event will appear as bright as the Full Moon.

Monday, January 20th

It has been almost 51 years since Buzz Aldrin stepped on the Moon. In the east before dawn today, Buzz's 90th birthday, he can catch a glimpse of his landing spot on the Moon. The crescent Moon appears above Mars and Antares. Be advised to not tell Buzz, former fighter pilot and MIT grad, that he didn't walk on the Moon or the landing was faked. Even at 90 years old I suspect he still has an effective right hook. Besides 400,000 employees, 20,000 corporations involved in the project or the Russians would have blown the whistle during the past 51 years.



NASA'S SCIENTIFIC VISUALIZATION STUDIO

Left: Quarter Moon

Wednesday, January 22nd

The moon has closed in on Jupiter this morning. It will appear in Sagittarius near the gas giant over the next two mornings. In two days, January 24th, the Moon reaches its new phase as it passes through the glare of the Sun. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

Saturday, January 25th

Today marks the start of the "Year of the Rat." That means it is Chinese New Year. The beginning of a Lunar New Year occurs during the second New Moon after the winter solstice. That New Moon occurs over China on January 25th.

Mercury is becoming more apparent in the western sky at dusk. Tonight, look towards the horizon to find a fine illuminated slice of Moon. The planet named after the Roman messenger god, Mercury, is located north or off the right side of the Moon.

Monday, January 27th

There is a close approach between the Moon and Venus this evening. Just after sunset in the western sky, the sliver Moon can be found just below Venus in the constellation Aquarius. Twenty four hours later you will find the Moon has shifted eastward and now sits right above Venus.

Friday through Monday, February 7th through 10th

Viewing Mercury is more favorable over the next few days after sunset because it reaches its highest point in the western sky. The altitude measured at sunset is 17 degrees above the horizon. Mercury also reaches greatest eastern elongation or the greatest separation of 18 degrees from the Sun on February 10th. It will also be hard to miss seeing Venus shining brightly in the west above Mercury.

Saturday, February 8th

Trailing the Southern Cross is the radiant of the Alpha Centaurids meteor shower. This variable shower can produce up to 20 meteors per hour. Fewer shooting stars will be visible the farther north you are in the Caribbean Basin. This shower peaks tonight but is active January 28th through February 21st.

Sunday, February 9th

The Moon is currently near its closest point in its orbit around Earth. Consequently, the high and low tides will be more extreme over the next few days. Actually the Moon's gravitational pull on the oceans (and Earth's crust) will be the greatest on January 11. But what's different tonight is that there is a Full Supermoon. The Moon will appear about 14 percent larger in diameter than the smallest full moon.

Saturday, February 15th

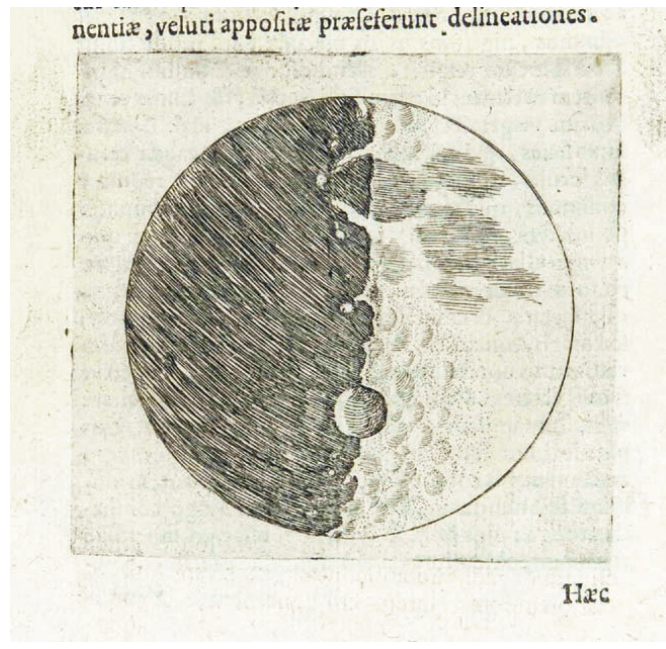
Galileo's birthday combined with his advancements in science is why today is celebrated as Galileo Day. Besides his astronomical discoveries, here are a few of his inventions:

• Hydrostatic Balance – At 22 years old Galileo refined a balance that could accurately measure the specific gravity of different metals.

• Galileo's Pump – With his interest in shipbuilding Galileo was consulted on the placement of oars in galleys. He submitted a report in which he treated the oar as a lever and correctly made the water the fulcrum. A year later he designed a method of raising water by means of one horse.

• Pendulum Clock – Galileo's interest in the swing rate of pendulums lead him to create a design for a pendulum clock while he was under house arrest.

• The Sector - Galileo devised and improved a geometric and military compass for use by gunners and surveyors.



SIDEREUS NUNCIUS (STARRY MESSENGER)

Right: Woodcut print from Galileo's drawing of a quarter Moon, published in 1610.

• Galileo's Thermometer - Galileo constructed a version of a thermoscope that relied on the expansion and contraction of air in a bulb to move water in an attached tube. It also provided quantitative meteorological information for the first time ever.

• Galileo's Telescope – His improvements increased the current "spy scope" from 3X power to 20X power.

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

Jim Ulik cruises aboard S/V Merengue.

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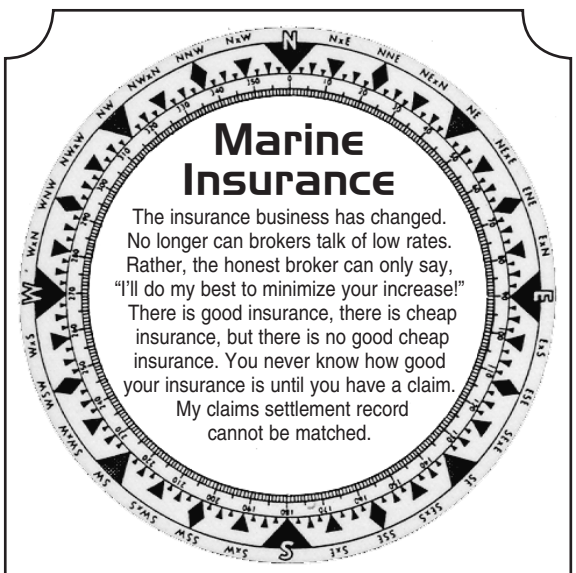
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Read in Next Month's *Compass*:

Inside the Antigua Charter Yacht Show

A cruiser tribe's day out, schooner style

Sailing purists — but temporarily!

...and much, much more!



CARIBBEAN REGIONAL INVOLVEMENT WITH THE WORLD SAILING BODY

Dear *Caribbean Compass*,

There is a big difference between the administration of sailing and the administration of many other sports. Take running for instance: there are short and long distances; men, women and youth, able-bodied and disabled. That's about it.

Now let's look at sailing. There are monohulls and multihulls. Each has thousands of classes. They are in the categories of dinghies and dayboats, bluewater sailors and maxis. There are foilers and non-foilers. They are separated into inshore and offshore categories. Then there are classic and traditional yachts and superyachts. There are professional sailors and amateurs. There are round-the-world races and races on ponds. There is model boat racing and now there is virtual racing. There are windsurfers and kiteboards with and without foils. Then there are rating systems of a performance and measurement type and one-design parameters. There are endless options for equipment.

There are considerably more safety issues than in many other sports .

Sailing is complex. And when one of our Caribbean islands or their representatives wish to play a role in the affairs of sailing worldwide they need to understand something of the issues relating to each of the many aspects of sailing listed above.

It is a big task that takes an inordinate amount of time.

Here in the Caribbean islands our challenges in sailing are relatively limited, but in many cases more obstinate in regard to solving. We put on great events for visiting yachtsmen in great regattas where entertainment is a big part of the event, and it is something we are good at.

The challenge of optimizing sailing for young Caribbean people and getting them up to a high standard — something that our sailing conditions should favour — is, however, a more difficult task. There are shortages of facilities, skilled coaches, race administrators and funds. It should be a central task for an organization like the Caribbean Sailing Association (CSA) to make gains in these areas, and fortunately these targets have been set by that organization .

In the light of the complexity that is faced by the global body governing the sport, the greatest contribution of World Sailing to the regional challenges should be in the training area. That is ongoing and lends itself to improved structure and optimization. That should be the focus of our relations with the world body.

The Caribbean region should stop trying to play a role in the complex global world of sailing.

I am recommending to the CSA and the national sailing federations in our region that they limit their involvement with World Sailing and the unmanageable complexity faced by that organization as it tries to manage and administer the increasingly wide range of sailing matters on a global level. From the point of view of our Caribbean challenges, it can only be a distraction as we focus on specific challenges to the region.

I would also recommend that the smaller CSA-member national associations have a serious discussion about how they can get the best contribution from World Sailing for the region based on the huge likelihood that their budgets and volunteer availability will not allow the sort of involvement that major countries have. The planned new governance model of World Sailing will eliminate the council and result in MNAs having to manage it all themselves. The regional MNAs should collaborate and select the relevant issues, and create an agreement with World Sailing that defines the benefits. This is an area where focus increases the chance of positive results enormously.

Robbie Ferron
Chairman, Sailing Committee
Sint Maarten Yacht Club

I LIKE MY WALKER BAY

Dear Compass Readers,

About four years ago I was having problems with my RIB. The rubber and the aluminum seemed to be feuding and I needed to get them stuck together again. Island Water World in St. Maarten was able to do the job. That took a couple of days, so they lent me a Walker Bay to use while they worked. I was really impressed with the loaner. It got on a plane with just a five-horsepower engine and could even do it with a second person aboard if not too heavy. I was so impressed that I bought one the next year. As it's now nearly three years old, I feel I know it well enough to give a review.



The Walker Bay Superlight 310 is 10.2 feet long with a five-foot beam and is very light: 84 pounds — great for a cat owner, like me, who wants a dinghy that is easy to hoist. The ability to move with a small engine is important, because if you mount a big engine, your tender is no longer light.

This dinghy is a tender, not a seagoing launch, and would not be my choice for flying across island channels in big seas. Loaded, in choppy seas, it is driest if you proceed slowly. On the other hand, if you are just on your own or with another person you can use balance to go fast and stay reasonably dry.

I had David Mahabir of Power Boat Trinidad make me a cover, as all modern dinghy materials seem to need one to protect the fabric.

The only deterioration has been the handles of the oars, which have disintegrated in the sun — a minor complaint. After almost three years, I have not yet had a leak, though I top up the pressure every few weeks. All parts of the craft are holding up well and the Velcro oar holders still work.

Island Water World is a dealer for Walker Bay and I got mine at their St. Maarten store.

Chris Doyle
Ti Kanot

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

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Send your letters to sally@caribbeancompass.com.

Pete and Me: Memories of a 59-Year Friendship

by "Speedy" John Everton

Peter Muilenburg's passing was mentioned in the Eight Bells section of the October 2019 issue of *Caribbean Compass*. I am writing a tribute to him because I have known him longer than anyone alive apart from his brothers.

Peter and I met at Brent School, an Episcopalian boarding school 5,000 feet elevation in Bagio in the Northern Luzon Province of the Philippine Islands. That was in 1962 when I was 14, a naïve Iowa cowboy by way of Michigan and Burma. Peter's dad was a missionary who had spent the WWII years in China being hounded by all kinds of people and having adventures which would figure in Peter's becoming a "chip off the old block."

When Peter arrived at Brent he was of a puritanical bent, damning us, his friends, to Hell for drinking, smoking and blasphemy; but it didn't take long for Peter to become one of us and be baptized into the International "T-Buddies" (a contraction of Bosom Buddies), our gang of sophisticated juvenile delinquents.

One day in his dorm room I noticed a good selection of books including several of the C.S. Forester "Hornblower" books. He told me he always had a book going and I have adhered to his practice all these years after.

After Brent we worked one summer at the Continental Can Company Factory in Long Island, NY, all different shifts with a Kenyan friend of Pete's, Dave Mulumba, who was going to Dartmouth College with him and had an apartment in New York City where he would share his one meal of the day, curried chicken and rice, always delicious and filling enough for the three of us.

Move on to 1969 when I returned to the States after a stint in the Peace Corps in the Mariana Islands and heard that Peter and Dorothy (whose wedding I had attended in New Jersey) were teaching school in St. Thomas, USVI, living on a sailboat and beating the draft to stay out of Vietnam. Sounded like a good alternative to me so I sold my MGA sports car and bought a plane ticket to St. Thomas. A couple of days later I had a teaching job at Charlotte Amalie High School and six months later moved onto my first boat after sailing around with Peter and Dorothy in the BVI aboard their boat *Venceremos*.

After I sailed down-island in 1972 to Grenada I didn't see Pete for a few years until I re-visited St. John, and sometimes then he would be off gallivanting with his family aboard his pride and joy, *Breath*, to places like 200 miles up the Gambia River or Spain.

I remember mooring next to *Breath* on my *Gaucho* in Bjorks Creek in Hurricane Hole on St. John for the first hurricane of the season, Bertha, in the 1980s. (Bertha fell on my mother and grandmother's birthday and was also my grandmother's name). When *Gaucho's* bow kept sheering off to port because her anchor chain hadn't all straightened out and was worrying Carolyn Goodlander and her daughter, Roma, on *Wild Card* on the other side of us, Pete's second son Diego yelled "Bring us a line" so my wife Roni and I rowed a breast line over to *Breath*, which kept us snug for the rest of the storm. Nice to get good advice from my oldest friend's son!

One of the things I noticed about Peter while moored next to him in that storm was his tenacity, constantly carrying on with other tasks to prepare his vessel for the worst for two days before the storm. I was to remark on this same quality a few years later when several of his friends built a small guest unit with a hip roof on his property in St. John. Even though Parkinson's Disease had been taking its toll for several years, Peter was there all day every day, working with us, toting lumber, painting and making us keep a close watch when he strayed too close to the unplanked deck on the side of the mountain.

Peter's kindness could be expressed in all kinds of ways. One year when our family was leaving St. John en route for the States aboard *Gaucho*, Peter and family came out in his dinghy with a couple of gallons of ice-cream to share — better in that instance than a bottle of rum or a six-pack. His love of ice-cream was legend!

One of the best sails, and only overnight sail, we had with Peter on *Gaucho* was leaving Coral Bay on a north wind veering northeast. We fetched St. Barts in 32



Peter and John. 'Peter always loved being on a boat.'

hours in two tacks. Pete's Parkinson's was well advanced by then, but he was still a man you could trust on the helm, though on a night watch one of us would keep him company. Aside from getting trapped for a few minutes under *Gaucho's* gimballed table — which he found funny (luckily at anchor) — he coped extremely well, managing to get up and down the boarding ladder into our tiny rowing dinghy and disembark at the dinghy dock: no easy feat even for those who consider themselves well balanced. We enjoyed a great visit in St. Barts for several days with Loulou Magras and David Wegman making music. Then we flew Pete back on Lee Davidson's private plane to Tortola and saw him to the ferry for St. John where Dorothy met him.

We got together again with the Muilenburgs a few years ago in Chicago, where our high school, Brent, was holding a reunion. My job was keeping up with Peter on Michigan Avenue and keeping him from wandering out into the street while Roni accompanied Dorothy, who couldn't keep up with Peter's pace. When we got on board for the architectural river cruise we could all relax — Peter always loved being on a boat!

That night at the dinner dance Peter danced for the first time in years.

Peter's many accomplishments and saintly qualities have been written about. He was one of those few people who couldn't really do anything wrong — even when he did something the wrong way he did it in such an upfull way it couldn't really be wrong.

Peter chose to build his boat *Breath* to last a lifetime on the East End of St. John in one of the most inconvenient spots to procure materials for boatbuilding, plus teach himself all the skills involved — go figure. I guess it was because he loved the solitude and natural beauty of Round Bay and didn't mind the challenge.

He was a great writer and you might say his literary career may have started when he had a letter to his dad written on toilet paper and smuggled out of a Mississippi jail during his Freedom Rider days.

After the Chicago reunion we saw Peter infrequently, either when he visited St. John after moving to Florida or when we visited him at Penney Farms. I feel most fortunate to have had the chance for one final memorable nine-day visit there this past June. One afternoon I had called Dorothy and left a message on her answering machine to say we were coming to visit. When she called back later that evening she told me that that afternoon Peter had suddenly sat up in bed and asked very clearly "Where is John Everton?" When she checked her messages she saw that it was around the time I had called earlier.

I loved to wheel him around the campus in his wheelchair; as we went down the hallways of his residences I always sang "On the Road Again" while Pete wore his Joe Cool shades and his baseball cap backwards.

In his room I spent time reading to him books from the Old Testament, notably the Book of Ruth and the Book of Esther.

One of the most amazing experiences we ever shared was in his room one day.

Suddenly he said "You, me and Colin, sailing on *Breath*." I recalled several times the three of us had sailed together, including one specifically memorable time in which Pete's 99-year-old father was at the helm when Pete asked his dad the secret to longevity to which John Muilenburg replied with a big smile "Keep sailing."

Peter replied, "No, you, me and Colin sailing on *Breath* last week."

I said, "No Peter, we weren't sailing on *Breath* last week."

Then he said, "No, no, no, you, me and Colin sailing on *Breath* right now."

I sat back, looked at Peter with wonder, and enjoyed the ride. Suddenly Peter sat up and said, "Wow, that was a really vivid hallucination." Then I got it totally — his hallucinations were enabling him to have the same pleasure as physically sailing his boat when he was no longer able to do that. He was taking his dad's advice to "keep sailing, Son."

Peter has sailed to a higher plane. I was glad to get an insight into that.

I have many more memories of time spent with Peter over 59 years of our lifetimes, so many it would take a book to recount them all. All the memories are good.

Two giants among men in the Virgin Islands, Augie Hollen and Peter Muilenburg, got me started in a life of simply messing about in boats. And I will be eternally grateful to both of them.

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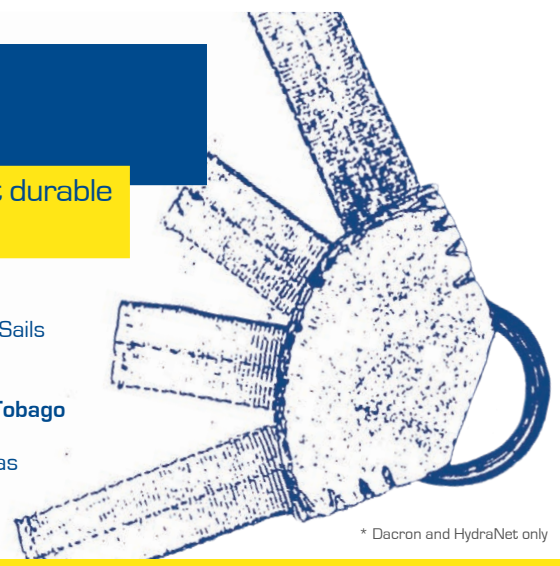
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MERIDIAN PASSAGE OF THE MOON

JANUARY - FEBRUARY 2020

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		21	0913	10	0059
DATE	TIME	22	1007	11	0155
1	1705	23	1101	12	0249
2	1746	24	1154	13	0341
3	1827	25	1245	14	0432
4	1909	26	1333	15	0524
5	1952	27	1418	16	0616
6	2039	28	1508	17	0709
7	2129	29	1542	18	0803
8	2223	30	1622	19	0857
9	2321	31	1703	20	0949
10	0000 FULL MOON			21	1040
11	0020	**February**		22	1128
12	0120	1	1745	23	1214
13	0218	2	1830	24	1257
14	0313	3	1917	25	1339
15	0406	4	2008	26	1420
16	0457	5	2103	27	1500
17	0507	6	2201	28	1542
18	0637	7	2301	29	1624
19	0727	8	0000 FULL MOON		
20	0819	9	0001		

CALENDAR

JANUARY 2020

1	Public holiday or 'recovery day' in many places (New Year's Day); Junkanoo parades in the Bahamas, Annual Festival Parade in Montserrat, visitmontserrat.com/festivals
1	Seven Seas Cruising Assn Gam in Trinidad. jessejamesmembersonly@yahoo.com
1 – 2	St. Kitts 'Sugar Mas'. Stkittstourism.kn/about/events
4 – 5	St. Croix 'Crucian Carnival'. www.stcroixtourism.com/christmas_festival.htm
6	Public holiday in some places (Three Kings Day/Epiphany)
8 – 14	Broadway to Bequia Theater Festival. BroadwaytoBequia.com
10	FULL MOON
10	Public holiday in the Bahamas (Majority Rule Day)
11	World ARC 2020-21 departs Rodney Bay, St. Lucia. WCC, www.worldcruising.com
11	Nanny Cay Round Tortola Race. RBVIYC, royalbviyc.org
12 - 20	St. Barts Music Festival. www.stbartsmusicfestival.org/festival.html
13 – 18	Panama Jazz Festival. panamajazzfestival.com
14-19	Barbados Independent Film Festival. barbadosfilmfest.org
16 – 24	Barbados Sailing Week. www.visitbarbados.org/round-barbados-sailing-week
17 – 19	Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
18	Round the Island Race, Antigua. AYC, www.antiguayachtclub.com
19	National Parade and Official Opening of Dominica Carnival. www.dominicafestivals.com/parades
19 – 20	MLK Regatta, St. Thomas. STYC, stthomasyachtclub.org
20	Public holiday in Puerto Rico & USVI (Martin Luther King Day),
21	Public holiday in Barbados (Errol Barrow Day), & in the Dominican Republic (Our Lady of Altagracia)
23 – 6 Feb	Mustique Blues Festival. https://basilsbar.com. **See ad on page 9.**
24	Barbados to Antigua Ocean Race. BCC, www.barbadossailingweek.com
25	Public holiday in Aruba (GF Croes Day)
25 – 1 Feb	Martinique Cata Raid, cote.jardi@wanadoo.fr
26	Public holiday in Dominican Republic (Duarte Day)
26 – 31	Grenada Sailing Week. www.grenadasailingweek.com
27	Public holiday in Cayman Islands (National Heroes' Day) and in Cuba (Birthday of José Martí)
29 – 2 Feb	Bequia Music Fest. www.bequiamusicfestival.com. **See ad on this page.**
TBA	World ARC 2019-20 departs Santa Marta, Colombia. WCC, www.worldcruising.com

FEBRUARY

1 – 2	Grenada Sailing Festival Workboat Regatta. www.grenadasailingfestival.com
2	World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
2	Manhattan Yacht Club Trophy, BVI. RBVIYC, royalbviyc.org
7	Public holiday in Grenada (Independence Day)
9	FULL MOON
9	Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
13 –16	Round Martinique Regatta. YCM, www.theroundmartinique.com
14 – 15	Jolly Harbour Valentine's Regatta, Antigua. JHYC, www.jhycantigua.com
14 – 16	Caribbean Multihull Challenge. www.smyc.com/caribbean-multihull-challenge
15 – 16	Sweethearts of the Caribbean & Classic Regatta, BVI. www.westendyachtclubbvi.com
17	Public holiday in Puerto Rico & USVI (Presidents' Day)
21	Antigua 360° Race. AYC, www.antiguayachtclub.com
21 – 23	Caribbean Foiling Championships. sas@caribbeanfoiling.com
21 – 23	Tobago Carnival Regatta
21 – 25	Semaine Nautique Internationale de Schoelcher, Martinique. CNS, www.cnschoelcher.net/regates
22	Public holiday in St. Lucia (Independence Day)
22	Governor's Cup Race, BVI. royalbviyc.org
22 – 25	Carnival in Barranquilla, Colombia
23	Public holiday in Guyana (Mashramani)
23	Dominican Republic Carnival in LaVega.
23	Carnival Parade in Bonaire
24 - 28	RORC Caribbean 600 race, Antigua. caribbean600.rorc.org
24 – 25	Carnivals in Aruba, Carriacou, Curaçao, Dominica, St. Barth, Trinidad, & Ponce, Puerto Rico
25	Public holiday in Suriname (Liberation Day)
26	Public holiday in many places (Ash Wednesday)
27	Public holiday in Dominican Republic (Independence Day)

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

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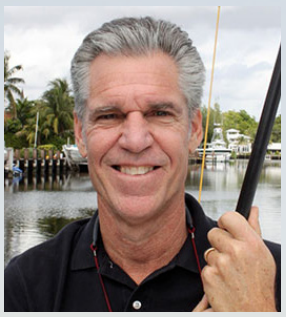
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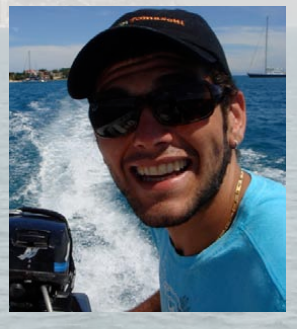
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2011 Lagoon 450
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2008 Leopard 46
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2007 Catana 50
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2015 Bali 4.3
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2007 Lagoon 440
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2003 Privilege 465
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2015 Catana 47



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2014 FP Helia 44



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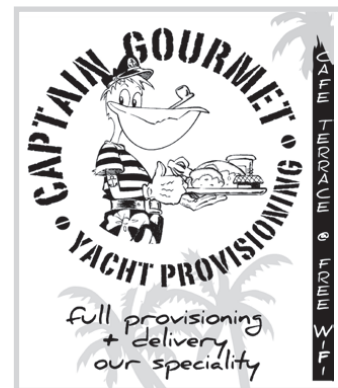
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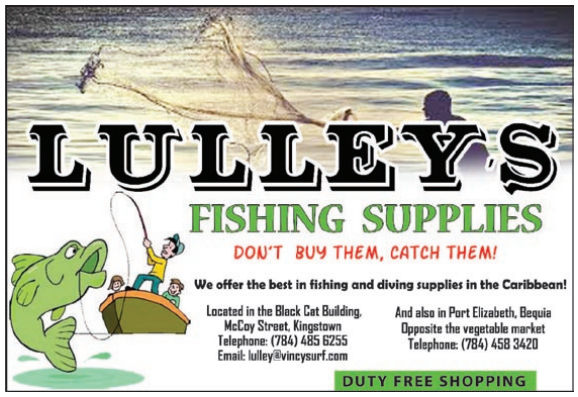
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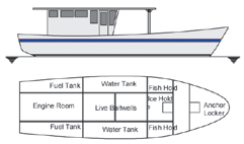
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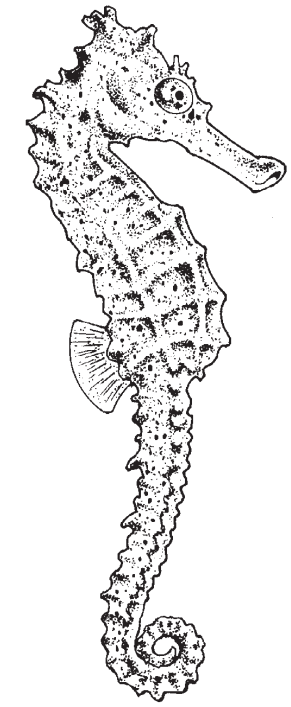
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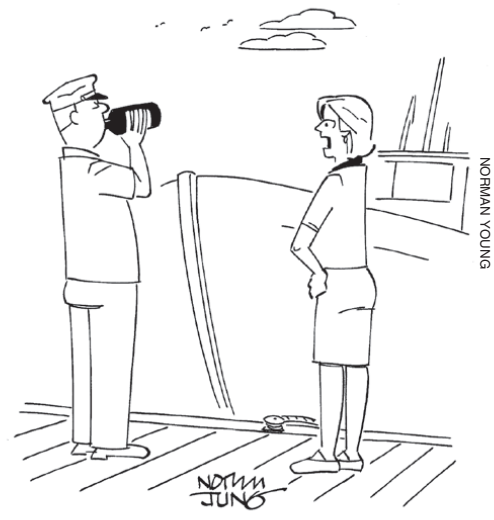
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