CARIBBEAN On-line
COMPASS
JANUARY 2021 NO. 304
The Caribbean's Monthly Look at Sea & Shore

A Most Extraordinary ARC!

— story on page 15

TIM WRIGHT / WWW.PHOTOACTION.COM

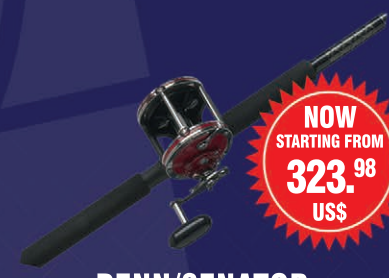
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JANUARY 2021 • ISSUE 304

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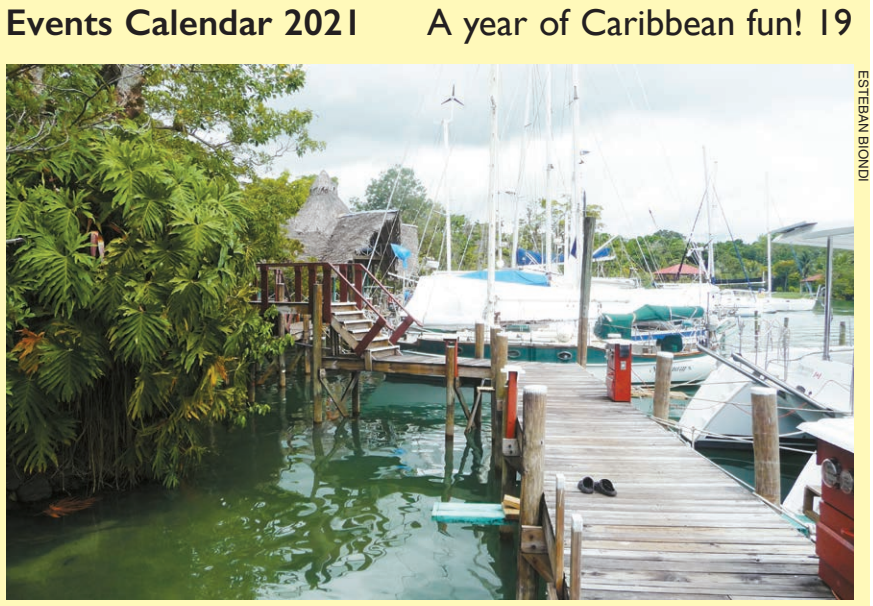


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ESTEBAN BIONDI

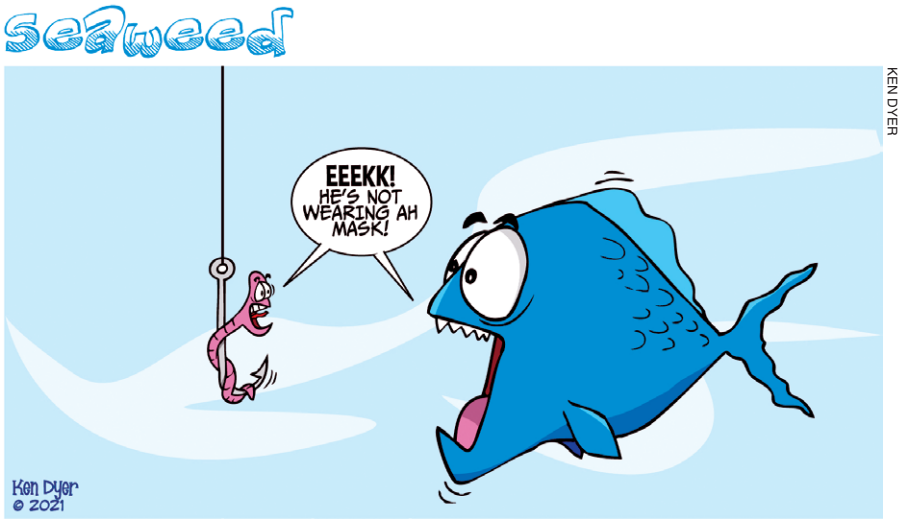
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B & J HARRIS

Giving Back Volunteering while cruising 29



KEN DYER

On the cover:
The British CNB 77 *Swallows and Amazons* crosses the St. Lucia finish line in a most extraordinary Atlantic Rally for Cruisers. Photographer Tim Wright was on the spot.
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***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.



'*Compass* has been an essential source of information for us over the past 20 years.'
— Readers' Survey respondent

CARIBBEAN COMPASS

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Info & Updates

Selected Caribbean Cruisers' VHF Nets

Cruising guides, social media, and 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 net in your area.

Here are some popular ones suggested by cruisers, organized from north to south. All times given are local.

- Bahamas, Nassau: 0715 hours, Ch14
- Dominican Republic, Luperon: 0800 hours every Sunday and Wednesday, announced on Ch-68 then switch to Ch-72. On Sundays, 0900 hours, Ch72
- St. Martin/Maarten: 0730 hours, Ch10 Monday through Saturday. Shrimpy has been running this net for 17+ years
- Antigua, Jolly Harbour: 0900 hours, on Ch74 Monday through Saturday
- Antigua, English and Falmouth Harbours: 0900 hours, Ch06 daily
- Antigua, Carlisle Bay: 0900 hours, Ch72
- Dominica, Portsmouth: 0730 hours, Ch72 daily if sufficient number of yachts present
- Martinique, Le Marin/Ste. Anne/Le Marin as far as Fort du France: 0830 hours, Ch08 Monday, Wednesday, and Friday
- Bequia: 0800 hours, Ch68 Monday, Wednesday and Friday
- Carriacou: Tyrrel Bay 0730 hours, Ch69 Monday, Wednesday and Friday
- Grenada: 0730 hours, Ch66 (International duplex mode) Monday through Saturday Note: If the 66 repeater is unavailable, listen on the alternate Ch72. Please use your radio's high 25-watt power setting.
- Trinidad, Chaguaramas: 0800 hours, Ch68 daily
- Panama, Bocas Del Toro Emergency Net: 0745 hours, Ch68 daily
- Panama, Colon: Shelter Bay, 0730 hours, Ch77 daily and Vista Mar marina, 0830 hours, Ch77 daily

Thanks to cruisers for this information. As this issue of *Compass* went to press, it was correct to the best of our knowledge. Don't see your favorite here? Drop a line to sally@caribbeancompass.com.

Dominica Makes 'Best of the World 2021' List

Dominica is the only Caribbean island to make the *National Geographic Traveller (UK)* Best of the World 2021 list for adventure.

The list is compiled by the *National Geographic Traveller (UK)* in collaboration with its 16 local language counterparts of *National Geographic Traveller*, and highlights destinations for future travel in five categories: Sustainability, Nature & Wildlife, Adventure, Culture & History, and Family Travel. The list is available at www.nationalgeographic.com/travel/features/best-of-the-world-2021.



DISCOVER DOMINICA

Victoria Falls in Dominica, the only Caribbean island to make the National Geographic Traveller (UK) *Best of the World 2021 list for adventure*

Dominica's lush rainforest and Boiling Lake were highlighted in the article as must-do activities on the adventure seekers list for 2021. According to National Geographic Traveller UK, the list includes destinations that demonstrate "resilient communities, innovative conservation efforts, and thrilling opportunities for future explorations."

Hon. Denise Charles, Minister of Tourism, International Transport and Maritime Initiatives stated, "We are delighted at this recognition of our efforts to develop and promote adventure tourism in Dominica. This niche is one of our key pillars for developing a resilient tourism product in close collaboration with community partners. This is a testament to the hard work of our many stakeholders who continue to provide experiences in concert with our natural elements."

For more information on Dominica visit www.DiscoverDominica.com.

New Board for Caribbean Sailing Association

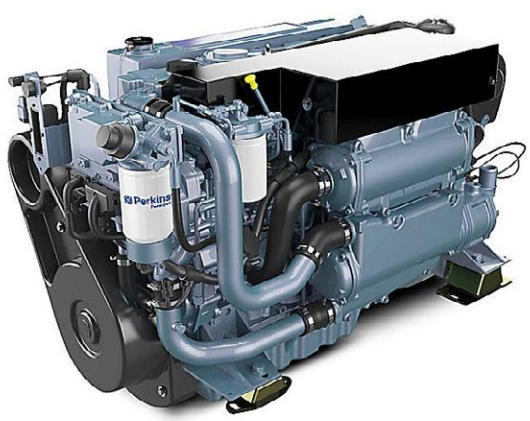
The Caribbean Sailing Association (CSA) has unanimously re-elected Alison Sly-Adams to serve her third term as president. Fellow board members Michele Korteweg of St. Maarten, Karen Stiell of Grenada, Pat Bailey of the United States Virgin Islands, and Jaime Torres of Puerto Rico will continue to serve. New members are Tamsin Rand of the British Virgin Islands and Brian Sylvester of Grenada.

—Continued on next page

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—*Continued from previous page*

President Sly-Adams says, "Although our organization was formed to create the CSA rating rule to ensure we can deliver fair racing in the Caribbean, our role grows every season. We continue to focus on supporting an increase in participation in the sport of sailing at the grassroots level. The CSA offers a forum for regattas, yacht clubs, sailing programmes, and member national authorities to work together on specific programmes to do this."

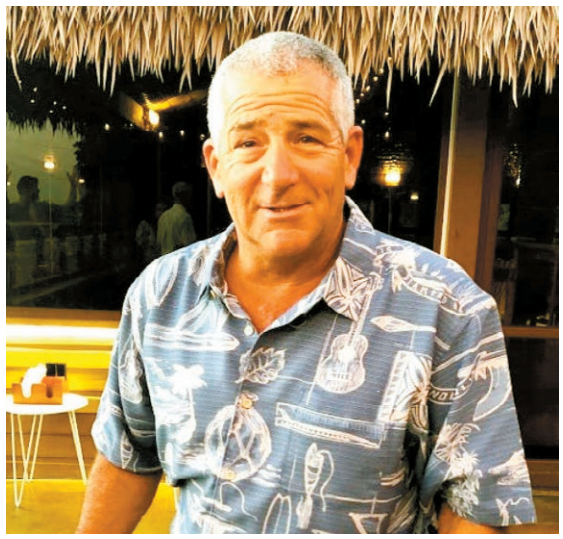
The region is supporting two World Sailing initiatives: gender equality and using virtual eSailing as a pathway into the sport. The members agreed to support the new World Sailing event Steering the Course, which will deliver a Festival of Sailing showcasing women role models sailing across the region.

Focused on the challenging environment for the upcoming season regarding the Covid-19 pandemic, the region's regatta organizing authorities are committed to continue working together to simplify procedures, communication and protocols for competitors.

For more information, including the full 2021 Caribbean Racing calendar of events, visit https://caribbean-sailing.com.

New Board for Yacht Services of T&T

Peter Peake reports: It is my honour to have been elected to the role of President of the Yacht Services Association of Trinidad & Tobago (YSATT). A new YSATT board has been appointed to help serve and advance the interests of all the stakeholders within our community. Members are Salisha Sooparlie, Jesse James, Andrew Aleong, Dennis Mosley, McKenzie Scipio, Carlos Fensom and Meryl Ramdial — individuals with a wealth of experience that we will be utilizing fully tackle the myriad challenges ahead.



With nearly three decades in the industry, and longer still as a member of the global marine community, I am all too familiar with the many shortfalls and areas of opportunity for us here in Trinidad & Tobago. On behalf of the new board at YSATT, I would like to assure all concerned of a steadfast commitment to work diligently to achieve the simple, yet impactful goals to develop a more welcoming, productive and flourishing yacht services sector in Trinidad & Tobago.

We look forward to serving all YSATT members, the broader community of yacht service providers, and our customers.

Visit http://ysatt.com for more information.

BVI Sailor Awarded OBE

Peter Haycraft has been presented with the Order of the British Empire from Her Majesty the Queen for his services to the British Virgin Islands.

Mr. Haycraft migrated to the British Virgin Islands in 1959 to run a ferry service between Tortola and St. Thomas. One of the founder members of the Royal BVI Yacht Club, he has served as Commodore on 13 occasions and was also one of the original organizers of the BVI Spring Regatta — recognized today as one of the Caribbean's leading sailing events.

Following the 2017 hurricanes, Mr. Haycraft contributed substantial funds to rebuild Enis Adams Primary School (where his wife Penny has worked as a teacher) into a state-of-the-art educational facility. He continues to make contributions to many worthy causes in the Territory.

His Excellency the Governor Augustus JU Jaspert said, "For the past 60 years the name Peter Haycraft has become synonymous with entrepreneurship, innovation and community support. I am very pleased to see Mr. Haycraft honoured with an OBE for his philanthropic work."

In his response, Mr. Haycraft extended gratitude to supporters, especially his wife and children. He also extended thanks to those who nominated him for the award, and others who wrote testimonial letters of support. He added, "Penny and I have never regretted for one moment the decision back in 1960 to make Tortola our home."

Bequia Heritage & Boat Museum Open

The Bequia Heritage Foundation's Bequia Heritage Museum — incorporating the existing Bequia Boat Museum and the new air-conditioned Annexe Gallery — is now open to the public. Opening hours are 9:00AM to 1:00PM, Monday to Saturday. Guided tours are available by appointment.

—*Continued on next page*

WILFRED DEDERER



Former whalerman Orson Ollivierre with the whaleboat he donated to the museum.



—Continued from previous page

The museum, located at St. Hillaire above Friendship Bay, offers a fascinating and in-depth insight into nearly 2,000 years of Bequia's unique history and maritime heritage, from Amerindian times to the present day.

For more information contact bequiaheritage@gmail.com or (784) 532-9554.

USVI Builds Marine Tourism Sector

At a US Virgin Islands Senate Committee on Youth, Sports, Parks & Recreation meeting last month, Tourism Commissioner Joseph Boschulte said that promoting the benefits of the territory's sporting capabilities and infrastructure was critical. He stated that the marine industry could enhance the overall tourism product, adding, "We have already begun to build on its potential as the Covid-19 pandemic provided an opportunity to expand on this important sector."

In 2019 the annual direct contribution to the US Virgin Islands economy made by 150 week/term charter vessels, 75 day charter, 17 sport-fishing and 55 bareboat



GRETA ANDZENGE

Trunk Bay in St. John, USVI.

charter vessels was estimated at approximately US$45 million. "We forecast 2020 numbers to be positive due to the large number of visiting vessels, as well as our expanded reach into the charter yacht, regatta and game fishing sectors," the Commissioner said.

The 2020 US Virgin Islands Charter Yacht Show successfully brought large numbers of vessels into the USVI, further boosting the economy and leveraging the territory's charter facilities. It also placed the USVI top-of-mind as an overall marine destination.

To further develop marine tourism, Commissioner Boschulte said that the Department of Tourism engaged with agencies ranging from the Office of the Governor, through the Department of Health, the Department of Licensing and Consumer Affairs, the Department of Planning and Natural Resources, the Virgin Islands Economic Development Authority, the Virgin Islands Port Authority, and the private sector, to engage tourism's online platforms to increase awareness.

The webpage www.usviupdate.com/marine provides an overview of the USVI's assets and resources for the marine industry.

Ways We Can Help

Hurricanes Eta and Iota, in November, caused severe damage, especially from flooding, to communities along the Caribbean coast of Central America.

Cruisers on the Rio Dulce in Guatemala suggest that volunteers are welcome and donations can be made to respected NGOs Casa Guatemala (https://casa-guatemala.org) and Pass It On (https://passitonguatemala.org).

The International Red Cross has launched a multi-country operation to provide relief after Hurricane Eta. Visit https://reliefweb.int/report/honduras/red-cross-launches-massive-multi-country-operation-horror-hurricane-eta-emerges

World Vision is working in Honduras, Nicaragua, El Salvador, and Guatemala to help survivors of Hurricane Eta. Visit https://donate.worldvision.org/give/disaster-relief

Global Giving, a non-profit donation drive platform, is hosting its own relief fund for Hurricane Eta. You can donate to its general emergency disaster relief fund or to specific funds such as www.globalgiving.org/projects/givingtuesday-supportutila for the badly hit island of Utila in Honduras.

The small Colombian island of Providencia, off the Nicaraguan coast, was virtually wiped out by Hurricane Iota. Donations can be made via the Colombian Red Cross at http://fiprovidence.com.

There are non-hurricane opportunities, too, to help Caribbean communities.

Macario Advantage uses donations from around the world to support local Eastern Caribbean organizations that are already doing their best with scarce resources to help under-served islanders. Visit www.macarioadvantage.org

The Grenadines Initiative Education Fund provides chromebooks, textbooks, scholarships and tutoring, plus sailing instruction, karate lessons, gardening at the Sunshine School for children with special needs, and more.
Visit https://grenadinesinitiative.ca/grenadines-initiative-education-fund.

Environmental Protection in the Caribbean offers programs that protect wildlife, empower communities, and educate children with a vision of a thriving and healthy Caribbean region leading the world in sustainability.
Visit https://epicislands.charityproud.org/Donate

See related article on page 29.

Welcome Aboard!

In this issue of *Compass* we welcome ShoreView visual navigation assistant, on page 28.

Good to have you with us!



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SELECTED ON-LINE WEATHER SOURCES

When was the last time you really looked for a "red sky at night"? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of a Caribbean sailor's attention.

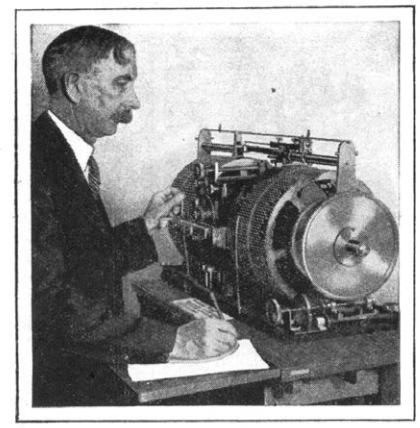
Although it's been a long time since people tried to predict the weather by examining onion skins or seeing whether or not the groundhog went back into his hole, it has also been a while since mariners routinely listened to WWV radio for marine storm warnings. The use of once-popular weatherfax has been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

While SSB or SatPhone weather is still important when offshore and out of WiFi range, 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 Android tablet compatible).

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

Long Distance Weather Forecasts Now Made By Machine


MODERN MECHANICS

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.

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 (French): www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather (Spanish, requires Adobe Flash Player, not Android compatible): www.hidromet.com.pa/index.php
- T&T Satellite: www.metoffice.gov.tt/satellite
- US National Weather Service (USVI and Puerto Rico): www.weather.gov/sju/marine

General Weather Websites
- NOAA-NationalWeatherService-Caribbean: www.weather.gov/marine/offnt3cmz
- Mike's Weather Page: www.spaghettimodels.com
- WINDFinder: www.windfinder.com
- PassageWeather: passageweather.com (provides seven-day wind, wave and weather forecasts)
- ON Board ON Line: www.onboardonline.com/weathertools
- Weather Underground: www.wunderground.com/hurricane General weather discussion on Wunderground: www.wunderground.com/cat6
- General weather discussion on Eye of the Storm: https://yaleclimateconnections.org/section/eye-on-the-storm
- www.windy.com (shows wind speed and direction for 14 days in about three-hour increments)
- Ventusky (same look as Windytv, but different): www.ventusky.com

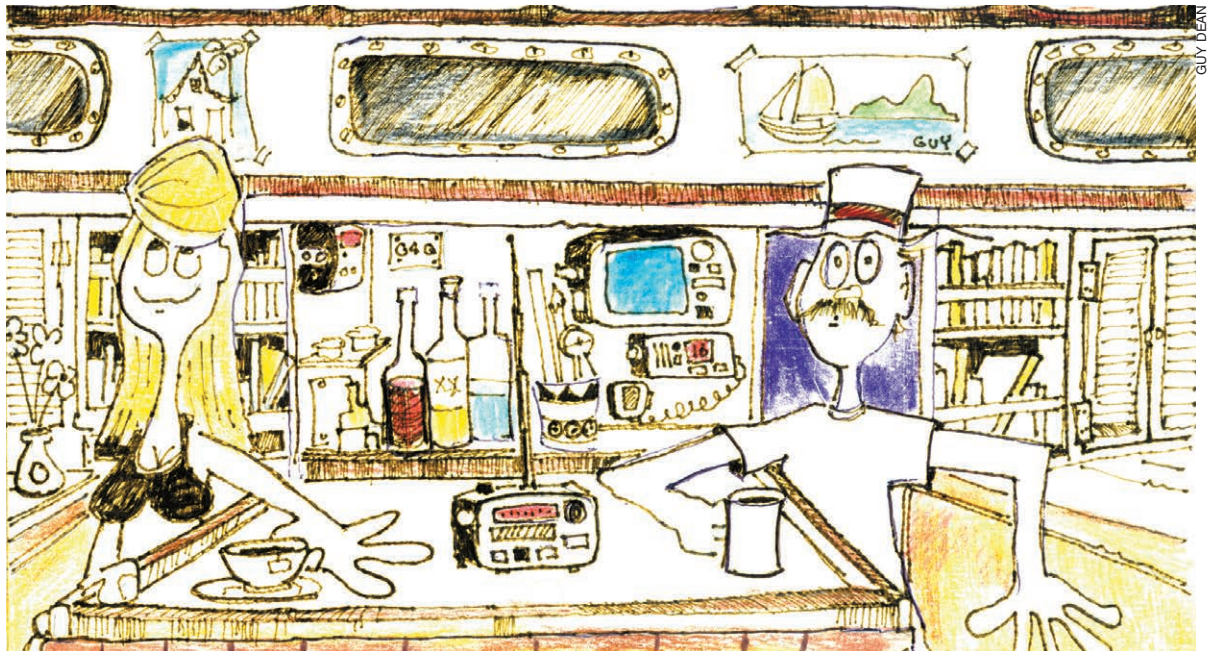
Weather Conversions
- www.weather.org/conversion-chart

Commercial Marine Weather Service Websites
- Buoyweather (free two-day forecasts in addition to 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 and internet podcasts for your area): http://mwxc.com
- Atlantic severe storm prediction (paid subscription): https://stormpulse.com

Hurricane Information Websites
- Caribbean Hurricane Network (latest local updates from correspondents on the islands): 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
- NOAA Climate Discussion: www.climate.gov/news-features
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin=at#contentw.nws.noaa

John J. Kettlewell says, "The map at earth.nullschool.net is an interactive pilot chart, showing current conditions around the world. When you open the page you see the entire globe, then you can zoom in to see smaller regions. Click on 'Earth' in the lower left to get a menu. You can choose to see the world's current wind or current patterns, or ocean waves, all with animation."

Happy weather windows!



GUY DEAN

Selected Caribbean Shortwave Weather Reports Winter 2021

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0330, 0515 & 0930		(UTC) NOAA Daily High Seas Offshore Forecast NMN Chesapeake			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	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 (except Sunday)	
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104	USB (Note 3)	
1220	0720	Bahamas Weather (C6AGG C Wardle)	7096/3696	LSB/Ham	
1230	0830	US East Coast, Atlantic NW of Bermuda (Chris)	8137/12350	USB (Note 1)	
1245	0845	Waterway Cruising Club	7268	LSB/Ham	
1330	0930	Cruizheimers Net	8152 (or 8146/8164)	USB	
1330	0930	Western Carib. Weather (Chris)	8137 & 12350	USB (Note 1)	
1330	(0830 local)	Panama Connection Net	8107	USB	
1400	1000	Northwest Caribbean Net	6209	USB	
1530	1130	NOAA Daily High Seas Offshore Forecast NMN Chesapeake,			Voice USB **
2110	1710	Transatlantic Cruisers Net (SSCA)	12350	USB (Note 3)	
2130	1730	NOAA Daily High Seas Offshore Forecast NMN Chesapeake,			Voice USB **
2200	1800	Doo Dah Net	8152	USB	
2200	1800	Carib. and Atlantic Weather (Chris)	8137 & 12350	Voice USB (Notes 1 & 2)	
2230	1830	Carib. Emergency & Weather	3815	Voice LSB/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 passage- makers. 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 Maritime Mobile Service Net on 14300 USB/Ham. Net hours are from 1700 to 2100 hours UTC KPK listens for emergency calls on his 1215UTC net. Chris listens for emergency traffic at the beginning and end of each of his weather nets. 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 US East Coast cruising nets is available at www.docksideradio.com/east_coast.htm
WWV Continuous Time and Frequency Standard Broadcast 2500, 5000, 10000, 15000, 20000 and 25000 (Switch to AM mode)

CRUISERS' VHF NETS See a list of selected cruisers' VHF Nets on page 5 of this issue of Compass!

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

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For reservations and opening times, call (784) 458-3474.

See ad in the Market Place section on pages 36 and 37 for more information.

Parts & Power and B&G Marine Services

Parts & Power Ltd reports: All Hinckley 59s are special yachts. They are built to a quality that few builders have been able to replicate. The 59 is well known as a powerful and comfortable world sailing vessel. Each Hinckley yacht is built to her owners' specifications, making them all unique.



Athena was built in 1987 with a Perkins M6354 135Hp diesel engine providing the beating heart of the vessel. Sadly, the M6354, some thirty years after installation, needed to be replaced.

Todd Patterson of B&G Marine Services immediately turned to Parts & Power of Tortola, British Virgin Islands, to supply a new Perkins engine. Rob Hales of Parts & Power worked closely with Todd to ensure that the solution was right. B&G Marine Services is one of the most respected yacht management, maintenance, and refit companies in the BVI.

The key objective with the project was to maintain authenticity. After all, Hinckley and Perkins have been great partners for decades. And there was a tight deadline to meet!

A new Perkins M300C diesel engine with a new ZF 280-1 transmission was proposed. Within days, the Perkins M300C engine was collected from Parts & Power by Todd and taken to B&G Marine Services in Nanny Cay. There, the dedicated B&G team worked long hours to remove the old engine with Aquadrive and install the Perkins M300C and ZF Transmission.

The deadline allowed three weeks for all deliveries and work to be completed. Needless to say, a very happy owner made his charter holiday – two weeks of sailing around the BVI.

Parts & Power Ltd would like to thank B&G Marine Services for their collaboration and welcomed the chance to work closely on this project.

See ad on page 5 for more information on Parts & Power.

Sevenstar Yacht Transport Schedules 2021

Sevenstar Yacht Transport is a leading provider of yacht shipping services, with a global network of destinations and a fleet of over 120 independent vessels. The company is headquartered in Amsterdam, the Netherlands, with offices throughout the world, including one in Le Marin, Martinique.

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BOUND FOR THE MEDITERRANEAN SEA

• March 5th through 25th:

Departing Palm Beach, Florida, and St. Thomas, USVI, heading for Palma de Mallorca, Spain, and Genoa, Italy.

• April 5th through 25th:

Departing Palm Beach, Florida, and St. Thomas, USVI, heading for Palma de Mallorca, Spain, Genoa, Italy, and Tivat, Montenegro.

• May 5th through 25th:

Departing Palm Beach, Florida, St. Thomas, USVI, and Le Marin, Martinique, heading for Palma de Mallorca, Spain, Genoa, Italy, and Tivat, Montenegro.



BOUND FOR NORTHERN EUROPE

• March 5th through 25th:

Departing St. Thomas, USVI, and St. John's, Antigua, heading for Southampton, UK.

• April 5th through 25th:

Departing St. Thomas, USVI, Le Marin, Martinique, and Pointe à Pitre, Guadeloupe, heading for Southampton, UK and Ijmuiden, the Netherlands.

• May 5th through 25th:

Departing St. Thomas, USVI, and Palm Beach, Florida, heading via Newport, Rhode Island, to Southampton, UK and Ijmuiden, the Netherlands

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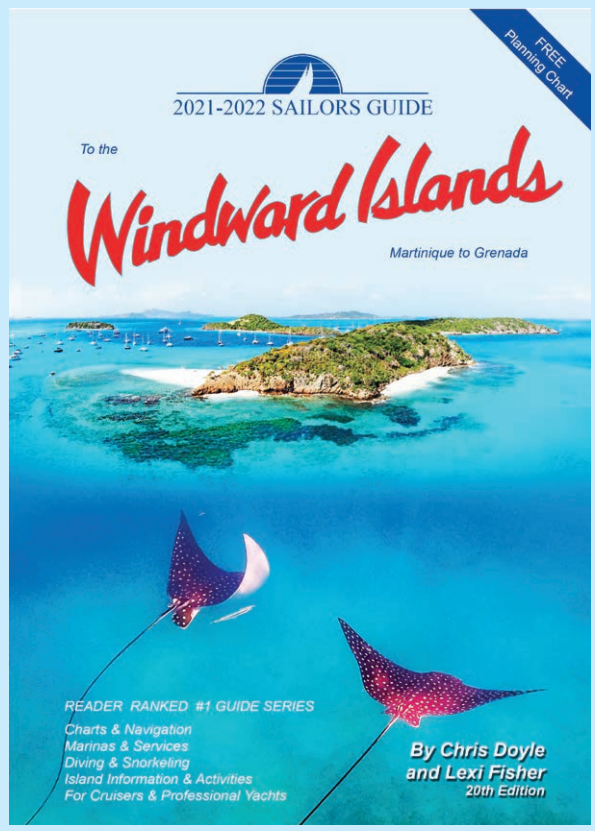
Visit www.facebook.com/thebequiamarina for more information.

20th Edition of Doyle's Windies Guide Now Available

Chris Doyle sailed to the Caribbean in 1969 in a basic wooden Colin Archer called *Sugar Creek*. Quickly grasping the benefits of fiberglass construction in the tropics, he sold *Sugar Creek* and bought the 31-foot *Rustler of Arne*, a 1966-built Holman & Pye design. *Rustler* was one of the first bareboats working out of Grenada, and she was "bare": charterers got a seaworthy little ship, and that was it. Meanwhile, Chris worked as a hired skipper for charter companies and private yachts, and did yacht deliveries. Deciding that the Caribbean was where he wanted to stay, he became a resident of Grenada. He also decided that he could put together a darn good cruising guide.

After Chris's first *Sailors Guide to the Windward Islands* was published, in 1980, he needed a larger "research vessel" and upgraded to *Helos*, a Carib 41 retired from the early CSY charter fleet. His current boat, with a dedicated office space in one of the hulls, is the roomy 42-foot, Trinidad-built catamaran *Ti Kanot*. As Chris has upgraded from boat to boat over the years, so his guides have been continually upgraded — getting ever bigger, more user-friendly, more colorful, and more packed with useful information. A new edition of the *Sailors Guide to the Windward Islands* has come out every two years like clockwork.

There's good reason that *Sailors Guide to the Windward Islands* has never been out of print. Chris does his homework: every winter he sails his floating office up and down the islands of the Lesser Antilles, doing the research in alternate years for updates of either his Windwards or his Leewards guide. Then, every summer, he stores *Ti Kanot* on the hard in Trinidad (or Grenada in 2020, as Trinidad's borders were closed by Covid) and retreats to a remote hideaway in the forests of Vermont, USA, glues himself to a computer, and incorporates his latest research into each new edition.



The 20th edition of *Sailors Guide to the Windward Islands* is everything you've come to expect. After four decades, it remains the best-selling guide to the Windwards. Chris has got it down to a fine art, and his new partner, Lexi Fisher, now adds a fresh perspective. The introduction section provides realistic tips and practical, socio-cultural and environmental insights that will make a cruise in this area more pleasant and more interesting. Island-by-island chapters tell you just about everything you'd need or want to know, with abundant sketch charts; sea, land and aerial photos; and of course ads for everything from haul-out facilities to beach bars. Original photos give an authentic sense of time and place, his personal research keeps it real, and up-to-date info keeps it relevant. (In the interim between new editions, updates are available at www.doyleguides.com.) It's a time-tested formula that readers count on, and one that Chris regularly improves. His love of the islands from Martinique to Grenada, and his long familiarity with them, shows on every page.

The book's spiral-bound six-by-nine-inch format is handy and the rugged covers will stand cockpit abuse. At the cost of a decent restaurant meal for two, you'll have a wealth of excellent information in your hands.

Available at bookstores and chandleries or from www.cruisingguides.com.

CARIBBEAN ECO-NEWS

International Support for Caribbean Environment

To strengthen Caribbean countries' ability to address environmental concerns and implement Multilateral Environmental Agreements, the Secretariat of the Caribbean Community (CARICOM) and the United Nations Environment Programme (UNEP) Cartagena Convention, along with the Food and Agriculture Organization of the United Nations (FAO), are jointly implementing a five-year programme (2020-2024) funded by the European Union. This programme will support and guide Caribbean countries as they address the challenges associated with the management of chemicals and waste, marine pollution, coastal erosion and loss of biodiversity. The programme is a joint partnership among the European Union, the Organization of African, Caribbean and Pacific States, UNEP, and the FAO.

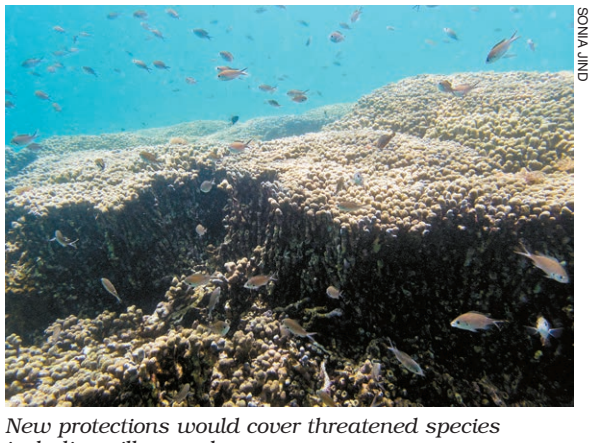
Multilateral Environmental Agreements (MEAs) play a critical role in achieving sustainable development: they guide national and regional action on environmental issues and provide a legal basis at the global level to address ecological concerns. If all the countries in a region agree on environmental targets, draw up strong treaties, and work together to implement them, Sustainable Development Goals can be reached. However, transforming these commitments into tangible on-the-ground results remains a challenge for many Caribbean countries. This is because the scientific and technical issues have become increasingly complex, and too often there is not enough money or enough qualified people to address them.

Although progress has been made to address environmental threats and conserve terrestrial and marine ecosystems, the momentum has not been enough in the Caribbean to reverse the continued trend of environmental degradation and loss of critical biodiversity. We are a community with islands identified as the world's top biodiversity hotspots, and these negative changes impact our unique species and increase habitat loss and vulnerability of valuable ecosystems. Through the ACP MEA Phase III Project, Caribbean countries are being supported in their efforts to strengthen their regulatory processes, and mechanisms to influence environmental actions and outcomes including local, national and regional institutional capacities to meet these goals and secure a sustainable future. Some of the priorities for the Caribbean under the ACP MEA Phase III Project include the effective integration of environmental concerns addressed in MEAs into national and regional policies and laws.

US to Protect Coral Reefs in Caribbean

As reported by Rachel Fritts in *The Guardian* on December 4th, the US has proposed critical habitat protections for 12 coral species in the Caribbean Sea and Pacific Ocean. The rules would protect over 6,000 square miles (nearly 16,000 sq km) of critical coral habitat.

The rules cite climate change as the most severe threat to all 12 coral species across their range. Impacts of the climate crisis include ocean acidification, which hinders the ability of corals to grow, and ocean warming, which causes corals to expel the algae living in their tissues in a phenomenon known as coral bleaching. Fishing and land-based pollution have also contributed to the species' decline.



SONIA JIND

New protections would cover threatened species including pillar coral.

The protections in the Caribbean would cover 5,900 square miles (15,000 sq km) of critical habitat for five threatened corals off the coast of Florida, Puerto Rico and the US Virgin Islands. These include iconic species like pillar coral, mountainous star coral and lobed star coral. Some of the new Caribbean protections overlap with those already in place for threatened elkhorn and staghorn corals, which have been devastated by white band disease.

Andrew Baker, a marine biologist with the University of Miami who specializes in the impact of climate change on coral reefs, called habitat protections "a necessary but insufficient step" for helping coral species threatened by climate change. He says, "The critical habitat designation in and of itself isn't going to protect corals from climate change directly, but it does prevent certain potentially destructive activities from occurring in these habitats."

The new habitat protections will help regulate local threats to corals such as overfishing, pollution, and dredging. "Mitigation of local stressors can increase resilience to climate change impacts," said Katie Cramer, a marine conservation ecologist with Arizona State University. "Corals might still bleach but they're more likely to survive."

While good news, the planned protections have been slow to arrive. The Center for Biological Diversity sued the Trump administration over lack of habitat protections for these species in August 2019, five years after the corals were initially listed under the Endangered Species Act in 2014. "Imperiled plants and animals are supposed to get habitat protections at the same time they are listed," said Miyoko Sakashita, the center's Oceans Director. "It obviously took a lawsuit to compel protections."

Read the full report at www.theguardian.com/environment/2020/dec/04/us-pitches-coral-protections-thousands-miles-climate-change-threat.

Arecibo Observatory's Telescope Collapses

The Arecibo Observatory's 1,000-foot-diameter telescope collapsed on December 1st. The second-largest radio telescope in the world, with a 1,000-foot-wide (305-metre-wide) dish, it was installed in Puerto Rico in the 1960s. Scientists worldwide used the dish, along with the platform hanging above it, to track asteroids on a path to Earth, conduct research that led to a Nobel Prize, and determine if another planet is potentially habitable. The telescope hunted for hazardous near-Earth asteroids, searched for signs of alien life, and discovered the first planet beyond our solar system. In 1974, Arecibo beamed the most powerful broadcast Earth has ever sent to communicate with possible aliens. In 2016, it detected the first repeating fast radio bursts — mysterious space signals that scientists now think come from dead stars. It was also one of Puerto Rico's main tourist attractions, drawing some 90,000 visitors a year, and served as a training ground for hundreds of graduate students.

In its 57 years of operation, it endured hurricanes, humidity and earthquakes. But last month the telescope's 900-ton platform, which was suspended 450 feet in the air to send and receive radio waves, crashed into its disk below, pulling down with it the tops of three support towers. The collapse was not unexpected: Following two cable breaks in August and November 2020, experts determined that the radio telescope was so structurally unsound that it had to be decommissioned. On November 19th, 2020, the National Science Foundation, which owned the telescope, tasked engineers with deconstructing it. That was supposed to take about five or six weeks, but the iconic telescope didn't last that long.

Astronomers continue to work on projects based on observations and data taken from the observatory.

Climate Change Adaptation Project on Union Island

A new climate change adaptation project has commenced on Union Island to protect the island's biodiversity, strengthen wildlife conservation and stimulate local livelihoods.



SOPHIA STEELE

Union Island rangers and Roseman Adams of the UIEA, on Mount Taboi.

Funded principally by the Caribbean Biodiversity Fund's (CBF) Ecosystem-based Adaptation (EbA) Facility, The Union Island Climate Change Adaptation Project is a collaboration between four groups: the Union Island Environmental Attackers (UIEA), a local conservation NGO; the international conservation charity Fauna & Flora International (FFI); the Forestry Department of the Government of St. Vincent & the Grenadines; and CBF. The project has three primary objectives:

• Underpinning sustainable development on Union Island with a better understanding of climate change risks and adaptation options, and a more socially and environmentally responsible tourism industry.

• Conserving the globally important Chatham Bay "Key Biodiversity Area" as a ridge-to-reef model site for ecosystem-based adaptation, managed by and for the benefit of the local community.

• Building local and national capacity to conserve natural resources and adapt to climate change, supported by greater public awareness and cooperation.

Over at least the next three years, the project, which



KIM BALDWIN

Chatham Bay will be a ridge-to-reef model site for ecosystem-based adaptation, managed by and for the benefit of the local community.

has funding from the CBF EbA Facility, Halcyon Land and Sea and other donors to FFI and UIEA, will undertake activities including research on Union Island's unique biodiversity and how people live, promoting and investing in sustainable livelihoods including new jobs and businesses, strengthening the management of protected areas, and building the skills and resources of local individuals and organizations to become more resilient to climate change. The project will also be integrated with existing work by UIEA, FFI and the Forestry Department to conserve the Union Island gecko and other rare and unique species on Union Island.

A critical component of the project is local stakeholder engagement. "Talking with, and working alongside, Unionites for the betterment of the community and the island will be a central theme of the project," says FFI's Project Manager James Crockett. "Community members will be invited in the weeks and months ahead to learn more about the project, share their views on sustainable livelihood development priorities and contribute their critical local knowledge to develop a biophysical climate change impact model for Union Island."

The model, a first for the Southern Lesser Antilles, will use leading-edge technology to simulate the potential impacts of a changing climate upon Union Island. Katrina Coy, President of the UIEA and the project's Community Liaison Officer, says, "This model will help guide our decision making and ensure our investments in future developments are well placed for the long term. It will also highlight priority areas of natural habitat that we must protect so they help reduce climate change impacts on our island's precious infrastructure. So expect to see us on the ground when we come to speak to you, invite you to a meeting or get you involved in activities!"

For more information contact Katrina Coy at environmentalattackers@yahoo.com or (784) 526-7457.

St. Lucia Moves to Ratify Escazú Agreement

The Government of St. Lucia has made access rights to environmental information for all St. Lucians a top priority with Cabinet's approval of the ratification of the Escazú Agreement (www.cepal.org/en/escazuagreement). The Regional Agreement on Access to Information, Public Participation and Justice in Environmental Matters in Latin America and the Caribbean is better known as the Escazú Agreement, having been endorsed and adopted at Escazú, Costa Rica in 2018. It is the first environmental treaty of the Latin American and Caribbean countries negotiated under the auspices of the United Nations Economic Commission for Latin America and the Caribbean that contains provisions for the protection of environmental human rights defenders.

The Agreement requires each participating state to guarantee the right of every person to live in a healthy environment and to sustainable development, being ever guided by the principles of equality, non-discrimination, intergenerational equity, and the balancing of economic, social, and environmental concerns.

It also seeks to deepen environmental governance by strengthening community engagement in environmental stewardship, the generation and access to environmental information, and the prevention and remedy of environmental harm.

With 11 countries having now ratified and St. Lucia to follow suit, the Agreement will now come into force. Its implementation, which embodies cooperation and capacity building, will see the review of the legislative, institutional, and procedural frameworks on the island. The World Resources Institute has already begun this review to assist in the implementation of the Agreement in three countries including Jamaica and St. Lucia.

—Continued on next page

—*Continued from previous page*

A Grenada Community Program with Global Vision

Lynn Kaak reports: The Saint Patrick's Environmental and Community Tourism Organization (SPECTO) is a volunteer organization with a mission of working on sustainable methods of conserving Grenada's natural resources. For more than a decade SPECTO has been working on realistic methods to work towards positive ecological and social change.

It started with the Ministry of Fisheries looking for people with ideas and vision to work on protecting sea turtles. Turtle nest poaching was common, and some hunting is still done. Considering that Grenada is one of the premier sea turtle nesting areas in the world, this was having a big impact on the global turtle population. Some people from the parish of St. Patrick's, home of two major turtle nesting beaches in Grenada, stepped up. They knew that a simple campaign of "don't kill turtles" wasn't going to have the impact that they wanted. Turtle meat is still a commodity, and telling someone to give up his or her livelihood was not going to go over well.

The first idea, still going strong, was to make the hunters the protectors. This was done by having turtle fishers become paid guides on turtle-watching tours. This effort has now grown to include training single mothers and unemployed young people.

With the turtles and their nests being protected from humans, thought went into other ways to help the turtles. Techniques to reduce beach erosion, as well as clearing obstacles to newly hatched turtles, were worked on. This endeavour led to efforts to clean the garbage from the beaches, which has become another project within SPECTO. School children have become some of their biggest allies, with organized clean-ups being regular occurrences.

Education is another important aspect, with SPECTO holding seminars and manning booths at various gatherings where Grenadians are speaking to Grenadians about protecting turtles and not littering the beaches.

Visit www.facebook.com/SPECTOGRENADA for more information.

Nature Guides Trained in Carriacou

On October 15th, 2020, nine Nature Guides from Carriacou successfully completed the Nature Guide Training course organized by KIDO Foundation with the support of the Grenada Tourism and Caribbean Aqua Terrestrial Solutions.

The 23 classroom sessions at KIDO Eco-station and nature field trips included topics such as general awareness of small tropical island climate change challenges; Carriacou's marine, coastal and terrestrial ecosystems; flora and fauna identification; basic biodiversity networks; and conservation practices and tour guiding techniques in the framework of ecotourism. The related field-study trips were carried out hiking along the trails in High North National Park, which includes the most bio-diverse nature hot-spots in the Grenadines: the deciduous forest of High North hill and the coastal mangrove ecosystem of adjacent Petit Carenage.



The newly graduated guides are certified to conduct tours along the High North Forest Nature Trail, sharing their knowledge about keystone forest trees and endemic wildlife including mammals, birds, reptiles, crustaceans and insects. Guided birding and sea turtle nesting tours are also on offer along the coastal trails of Petit Carenage, where 42 species of endemic and migratory birds were identified and two endangered species of marine turtles (Leatherback & Hawksbill) nest among mangrove roots and in the undisturbed sandy beach between April and September. Visitors, including families with children, have the opportunity to assist the Nature Guide in the Petit Carenage Mangrove Restoration project, learning about coastal habitat conservation and planting red mangrove seedlings.

Experts who joined the KIDO staff and complemented this training course included Shermaine McMeo, a Grenadian certified tour guide trainer with the Caribbean Tourism Organization; the Grenadian botanist Dean Jules, who expanded the trainees' knowledge of many different species of traditional medicinal plants found in High North, wild fruits and keystone rare trees and their properties; the Grenadian mangrove specialist Aden Forteau, who deepened the guides' understanding about the importance of healthy mangroves and wetland ecosystems; and Allison Caton, Carriacou's first ecotourism operator, who



Above: A Nature Guide Training course increased knowledge of Carriacou's biodiversity hotspots and enhances livelihood opportunities.

Left: Carriacou Kido Nature Guides graduation in October 2020

provided a broader awareness of the international cultural and economic context of eco-tourism and completed her fascinating session with the Dos & Don'ts in Nature Tourism.

KIDO developed the course with the collaboration of Sara Mimick, a Canadian nature park tourism specialist and educator, with the goal to increase at community level the appreciation and knowledge of Carriacou's biodiversity hotspots and enhance the livelihood opportunities of the participants through the creation of novel economic activities based on the conservation of our natural resources.

Take advantage of the newly GTA launched 'Paradise at Home' program to better experience Carriacou's nature and wildlife (www.puregrenada.com/rl_gallery/paradise-at-home).

Guided forest hikes, mangrove exploration, birding and turtle watching tours may be booked through the Carriacou Tourism Office at (473) 443-7948.

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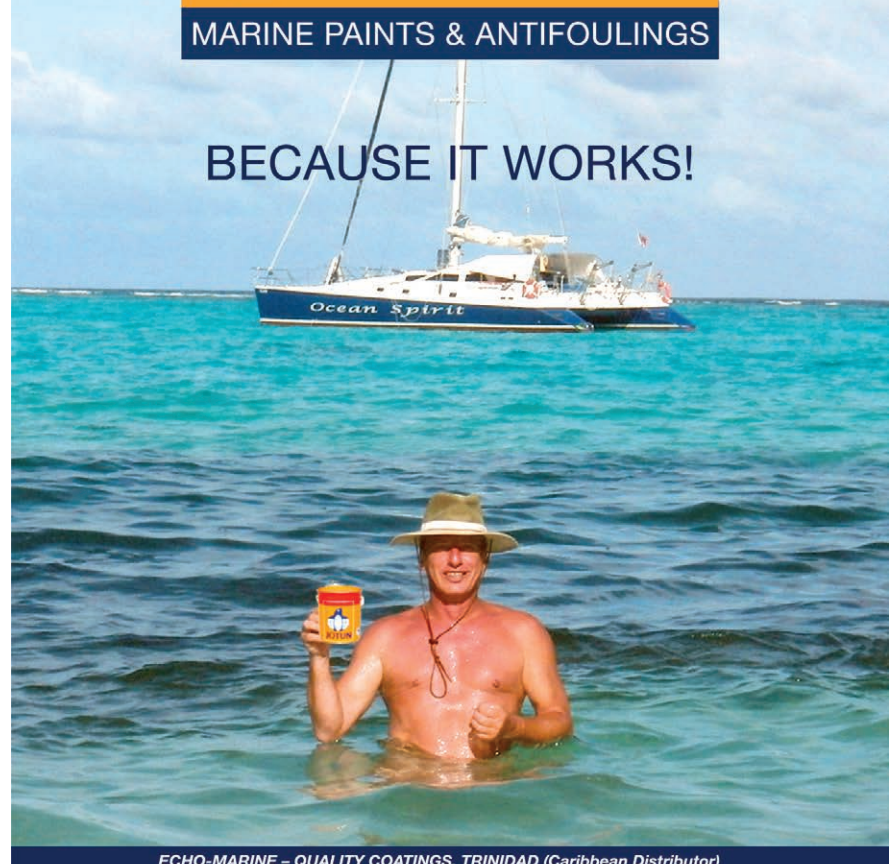
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REGATTA NEWS

Challenging 2020 Round Tortola Race

The Nanny Cay Challenge (NCC) was launched in 2010, when yachts visiting the British Virgin Islands were invited to try to beat the latest Round Tortola records. The NCC can be attempted any time but must start and finish at Nanny Cay, circumnavigate Tortola in an anti-clockwise direction, and leave Beef Island, Scrub Island, Great Camanoe, and Guana Island to port.

During the 2019 BVI Spring Regatta, the monohull and multihull records were both smashed. The Bieker 53 catamaran *Fujin* posted an elapsed time of 1 hour 57 minutes 16 seconds, while *E1*, the Volvo 70 skippered by Rafal Sawicki, set a new monohull record of 2 hours 53 minutes 8 seconds.

The 2020 Nanny Cay Round Tortola Race took place on November 14th. Eleven boats entered the course on a challenging day with afternoon squalls and wind shifts. Mark Sanders on the Corsair 31 *Island Hops* was the overall winner.

Line honors went to *Firewater*, the Melges 24 with Christian Thompson at the helm, finishing at 13 hours 59 minutes 9 seconds. *Racing in Paradise,* the IC24 skippered by Jason Putley, came in almost exactly one hour later. On corrected time, the Racing Class win was safe for *Firewater.*

The second boat to arrive, after 14 hours 10 minutes 23 seconds, was the *Island Hops*. Chris Haycraft's *Ting a Ling*, another Corsair, and Miles Sutherland Pilch's *Odyssey*, a Beneteau 44.7, were in tight competition with only 24 seconds between them. Becky Paull's Jeanneau 42, *Aira,* was the next one in line.

The end results came down to the wire in both the multihull and cruising fleets. Each boat's final position was decided by their corrected time, which is calculated using their rating and the elapsed time (actual time spent racing). Ultimately, the wind gods favored the faster boats. *Island Hops* clinched the Multihull Class win from *Ting a Ling* by 1 minute 26 seconds, while *Aira* was the victor in the cruising fleet, just 23 seconds ahead of *Odyssey.*

Visit https://nannycay.com/nanny-cay-challenge for more information.

Excellent Turnout in Grant Thornton Keelboats

The Sint Maarten Yacht Club reports: This pandemic has allowed some points of light. It is clear that local sailing has been strong, regular, and well supported, as we have noticed in our club activities. The same has



The Melges 24 Team Island Water World *took the Grant Thornton win.*

occurred in other islands, such as Antigua, where keelboat sailing has been very popular on Saturday afternoons for the last four months, their Melges 24s and Cork 1720s being major players. Their dinghy sailing remains prevalent as well, with the focus on Optimists and Lasers. In Curaçao, they recently had a strongly supported regatta that involved Sunfish, Centaurs, and Ynglings.

The first Grant Thornton keelboat race of the new season, held on November 15th, saw an excellent turnout and sailing under idyllic conditions in Simpson Bay, St. Maarten. There were two classes: one for the larger racing boats and one for the smaller participants.

Frits Bus on the Melges 24 *Team Island Water World* took the win. Second to arrive was the Melges 32 *Kick 'em Jenny 2* with Ryan Hope Ross at the helm and a crew of younger sailors. *Franny*, the J/70 sailed by Garth Steyn, grabbed third place. Each team worked hard to achieve success in the four short-course races, especially at the weather mark, which was a scene of intense activity.

In the smaller Sunfast 20 class, Ian Martin was the fastest. Robbie Ferron and Petro Jonker followed in his wake for all the races without being able to pass.

A new addition to the fleet was *Elena*, an Archambault 22 that turned out to have a high-quality sail wardrobe and promises to be a good competitor in the future.

Visit www.smyc.com for more information.

Light Airs for Aberson Dinghy Series

The second and last day of the Aberson series on November 27th saw light winds that never dropped off totally but did manage to leave some competitors "parked" for frustrating seconds of loss. A solid entry concluded this, the Sint Maarten Yacht Club's final series for the dinghy sailing in 2020. The participation was excellent in many classes in this series named after a long-time club member.

In the Optimists Caii Banting was beaten only twice in nine races by Adriaan Coppelmans. Third was Veronica Destin.

Ajani Blake dominated the Pico class, but Louka Williams managed three first places to take second. Massimo Lapierre took third place.

The Jeanneau 20 class saw club coach Nils Jannichsen taking two firsts and a second on the final day of racing. The overall results found Iain Mobbs in third after consistent performances and Robbie Ferron winning the series on the basis of the first day's racing.

The most competitive class was the Lasers. Jolyon Ferron won the series, but Frits Bus dominated the second day with three first places. Justin Pieterse is proving that his development in 2020 is not a fluke. He was being closely followed on corrected time by Emma Lennox and Ryan Hope Ross on series points.

St. Maarten's next dinghy series, the Hoedemaker series, will start on January 9th and will be a two-day series with a weekend between the race days.

Visit www.smyc.com for more information.

Salty Dawgs Arrive in Antigua

Barbara Theisen reports: A stormy passage and challenges from Covid-19 did not stop the annual Salty Dawg Fall Rally 2020.

—Continued on next page



The Salty Dawg ralliers at Nelson's Dockyard, Antigua



—Continued from previous page

…Fifty boats left the US East Coast in early November for destinations including Antigua, the Bahamas, the US Virgin Islands and Florida. Several boats suffered some damage in big seas — ranging from broken booms to flooded engine compartments — and some crews hand steered for a thousand miles, but all persevered to make safe landfall. With weather guidance from Chris Parker's Marine Weather Center and tracking from PredictWind, shoreside coordinators and emergency response teams kept in touch with the sailors and helped guide them through repairs while underway.

The most challenging aspect of 2020's rally was Covid-19. The pre-rally social activities normally scheduled for Hampton, Virginia, were suspended and the usual seminars in the Hampton area were handled via webinar and e-mail. The rally organizers and shoreside staff did an amazing job making sure that the cruisers, new and seasoned, knew the protocols around pre-departure quarantining, PCR testing, and Antigua entry. The Antiguan port authorities handled entry into Antigua smoothly and health officers visited each boat before sailors were allowed ashore. Activities at arrival ports were re-imagined to allow social interaction with social distancing.

Visit www.saltydawgsailing.org for more information.

ON THE HORIZON

3rd Caribbean Multihull Challenge Shapes Up

The Sint Maarten Yacht Club (SMYC) and the Steering Committee are planning for a safe and exciting Caribbean Multihull Challenge (CMC) 2021, from February 5th through 7th.

Boats already registered include the CMC's first Gunboat, *Moementum*, as well as speedy first-timer *Aréte,* a MOD 60 coming to St. Maarten from the USA. These boats will be joined by a winner from the 2020 edition — *Argo*, Jason Carroll's MOD 70 — and a winning cruising multihull from a different class — *La Novia*, skippered by George Coutu of the Dominican Republic. Repeat entries from St. Maarten include two Leopards, submitted by Ian Martin and Petro Jonkers. Adding to this mix is the hot *Arawak* and the traditional local trimaran, *Tryst*.



LAURENS MOREL / SALTYCOLORS.COM

Catamaran action in last year's Caribbean Multihull Challenge

Race organizers at the SMYC are developing the right format for the regatta to provide a safe event for all, whether on the water or ashore. Special arrangements with sponsor Yacht Club Port De Plaisance will support berthing for all early sign-up competitors at a reduced CMC-only rate.

See ad in Market Place Section on pages 36 and 37 and visit smyc.com/caribbean-multihull-challenge for more information.

3rd Annual Bocas del Toro 'Fungatta' Next Month

Ray Jason reports: Panama's third annual Bocas del Toro Regatta will take place on February 20th. This one-day "Fungatta" has been a big success in its first two years. There are monohull and multihull divisions. Two laps must be completed around the triangular course, which measures about five miles.

Last year, the regatta attracted 32 entries and the racing featured lively but

RAY JASON



Join the fun at the Bocas del Toro Regatta in Panama.

friendly competition. Some crews wore creative costumes to add to the festive feel of the event. Local businesses were extremely generous with their prize donations, which included airline tickets, free marina stays, and restaurant gift certificates. Every boat entry received a valuable present.

Aside from this fun event, the Bocas del Toro archipelago should be on your cruising itinerary. Many consider it the "undiscovered Caribbean." There are nine large islands and hundreds of small *islas* to explore. Great beaches, surfing, and hiking add to the allure. And the funky little town hosts a slew of tropical bars and restaurants. For genuine off-the-beaten-track sailing, you can't beat Bocas.

Contact bocasyachtclub@yahoo.com for more information.

13th RORC Caribbean 600 on Schedule

The 13th edition of the RORC Caribbean 600 is scheduled to start off Fort Charlotte, Antigua, on February 22nd.

"The RORC flag officers meet regularly and, since July, the overall commitment from the club has been to provide safe racing when there is sufficient demand and when restrictions allow us to do so," says RORC Racing Manager Chris Stone. "The early entries for the RORC Caribbean 600 and the enquiries we are receiving show that there is a real desire for the race to take place."

The RORC Caribbean 600 course is unique: starting and finishing in Antigua, competitors round 11 Caribbean islands. Tradewinds provide superb sailing conditions and the location of the islands promise spectacular and strategic racing. For 600 miles, the course is full of twists and turns with breathtaking scenery. It is the offshore event Don Street called "more fun than the Fastnet!"

International travel is subject to change in the current climate. However, the Antigua & Barbuda Tourism Authority has published a useful page for entry procedures, which is regularly updated: https://visitantiguabarbuda.com/travel-advisory.

The Antigua & Barbuda government has taken a serious approach to tackling the Covid pandemic and all marinas in Antigua are implementing protocols to control access to the docks.

Visit http://caribbean600.rorc.org for more information on the RORC Caribbean 600.

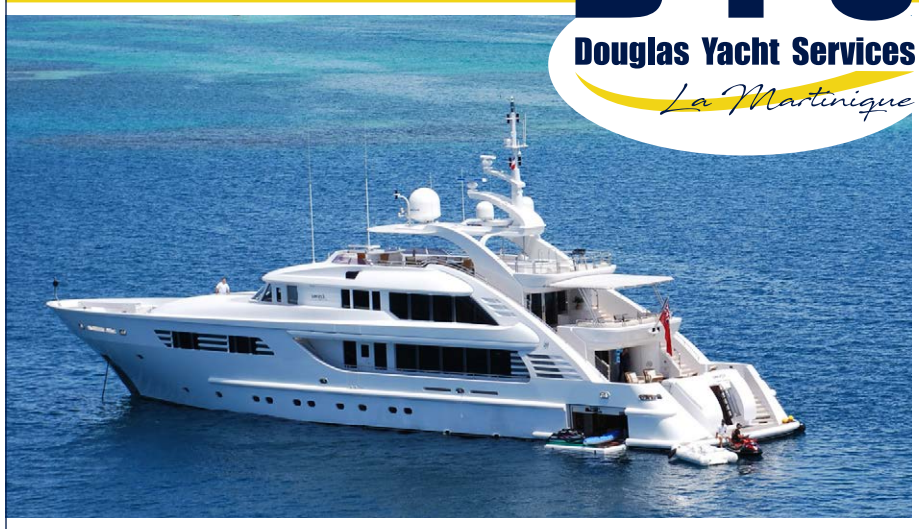
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A Most Extraordinary ARC!

For the Davena family — Vincent, Ayesha, Michael (16) and Robert (14) aboard the Lagoon 450S Our Peace *— the Covid pandemic brought a complete lifestyle change. Vincent explains, "My wife and I looked at each other one night in June of last year and realized we'd rather quarantine for 2020-2021 on a boat with our teen sons than in northern Virginia with online school, video games, and texting as their only social means. We felt it was better for them to homeschool online, scuba, snorkel, sail, kite and live adventures within other cultures… assuming we were allowed to make landfall somewhere!" Vincent began working remotely on his residential design and renovation business, and wife Ayesha took a sabbatical. Their sons have taken to homeschooling. They signed up for the Atlantic Rally for Cruisers.*

First run in 1986, the Atlantic Rally for Cruisers, popularly known as the ARC, annually brings together yachts from around the world to sail across the Atlantic Ocean from the Canary Islands to St. Lucia. Over the years alternative routes have been added, including an ARC+ stop in the Cape Verde islands and an ARC+SVG St. Vincent final landfall.

The recent 35th edition of the ARC was unusual owing to the impact of the Covid pandemic and extraordinary due to the organizers' and 2020 participants' commitment to going ahead. The most noticeable difference was the smaller size of the fleet — 84 boats versus an all-time high of over 200.

The event's organizers, World Cruising Club (WCC), said, "It's certainly been a very different event with the Covid-secure protocols in place, but there's never been a better time to go to sea and enjoy the freedom and remoteness that a 2,700-nautical-mile passage across the ocean will give. World Cruising Club has worked closely with host ports in Gran Canaria, Cape Verdes (for the ARC+) and St. Lucia to be able to offer an ARC experience for those determined to reach the Caribbean this winter.



WCC / TIM WRIGHT

"Many of the crews this year have sailed in the ARC previously, including two rally veterans — Manfred Kerstan on *Albatros*, now on his 26th ARC, and Christoph von Reibnitz on the oldest boat, *Peter Von Seestermuhe*, built in 1936. There's lots of first-timers too, though, and the support and safety network of the ARC rally is one of the main reasons for their participation — perhaps even more so in 2020. Several crews are also using the ARC to raise money and awareness for charities, giving an additional focus to their challenge, but for others it is a personal achievement to cross an ocean perhaps as a bucket-list dream. While there are many motivations for navigating the Atlantic, this year's sailors are certainly united in feeling they are doing something very special in 2020."



CHRISTOPHER KESSELL

WCC's Communications Manager Sarah Collins tells *Compass*, "As a general trend, many of the crews, even those with a new boat, are experienced sailors — more so than in a 'normal' year. Although they could have gone independently of the rally in terms of sailing experience, they have chosen to go with the ARC for the guidance we can give and the reassurance of being with the organization during the uncertainty of Covid. Those with less experience may have chosen to defer to next year due to the difficulties in preparing and getting here during the pandemic. Those with more confidence have felt able to continue with their plans for sailing to the Caribbean, and understand that it may be a challenging cruising season. They are a hardy bunch and it has definitely taken some determination to get here."

The pre-departure program in Gran Canaria was adapted, as the popular ARC seminars were moved online. Participants confined their preparations to their crew "bubble" for five days before the start, and every crewmember had a PCR test as part of the pre-departure protocols.

ARC+ 2020 saw some 100 sailors on 24 boats from 11 different countries starting from Gran Canaria on November 8th, bound for a stop at Mindelo, Cape Verdes, before proceeding to St. Lucia. (There was no ARC+SVG for 2020.) Jorn Aalefjaer from Norway, sailing with his family on their Jeanneau Sun Odyssey 469 *Ticora III*, commented, "We are ready and eager to begin this great journey. We feel like Coronavirus has been biting at our heels all the way down as we made our way to the Canary Islands."

ARC+ crews in Mindelo had a frustrating few days as they awaited the results of their PCR tests, before they got the "all clear" for departure. Problems with imported supplies of test-kit reagents into the small island nation of Cape Verde resulted in the scheduled November 19th restart being delayed to November 23rd.

The direct-route ARC 2020 saw more than 300 sailors from 29 different countries aboard 60 boats. Thirteen vessels were family boats, with 24 children ranging from four to 16 years old.

Overcoming even more challenges than most was disabled sailor Natasha Lambert aboard the specially adapted Nautitech Open 46 *Blown Away*. Natasha, aged 23, who

Left: Presented with St. Lucian rum punch and a basket of local produce by WCC staff, the Banzai *crew celebrates making the fastest-ever crossing for a multihull in the ARC.*

Bottom left: After being tested at the quarantine dock (upper right), ARC crews could move their boats to the other parts of Rodney Bay Marina. See a drone view at https://youtu.be/IC8ZzzELCa8

Below: Natasha Lambert, who has quadriplegic athetoid cerebral palsy, overcame even more challenges than most to sail in ARC 2020.



WCC / JESUS DE LEON

has quadriplegic athetoid cerebral palsy, was able to control the boat using breaths and her tongue. She sailed with her father, who designed the Sip Puff system she used, her mother, her 14-year-old sister, and four additional crew. On December 12th *Blown Away* crossed the finish line, making Natasha the first person to sail across the Atlantic using just sip and puff technology to control a boat. Natasha used her ARC participation to raise funds for the Ellen MacArthur Cancer Trust, Cowes Lifeboat Station and her own MissIsle School of Sip Puff Sailing (www.missisle.com). The family plans to spend time in the Caribbean, visiting local communities and schools.

ARC 2020 saw excellent weather, with consistent east-northeast winds for almost the entire route. On December 3rd, the first arrival — the all-Belgian crew of the Marsaudon TS42 *Banzaï* — sailed across the finish line, claiming a new multihull record for the course of 10 days, 21 hours, 3 minutes and 56 seconds. It was a duel to the finish from the start between *Banzaï* and the JP54 monohull *Vitali the Kid*, sailed double-handed by renowned French racing helm Jean-Pierre "JP" Dick and Fabrice Renouard, who led for most of the crossing. It was only in the last 24 hours that the lightweight 42-foot catamaran pulled ahead, to finish a little over an hour ahead of its rival. On arrival, rum punch in hand, skipper Vincent Willemart thanked the WCC, saying, "We are only sailing — you have to do all the organization!"

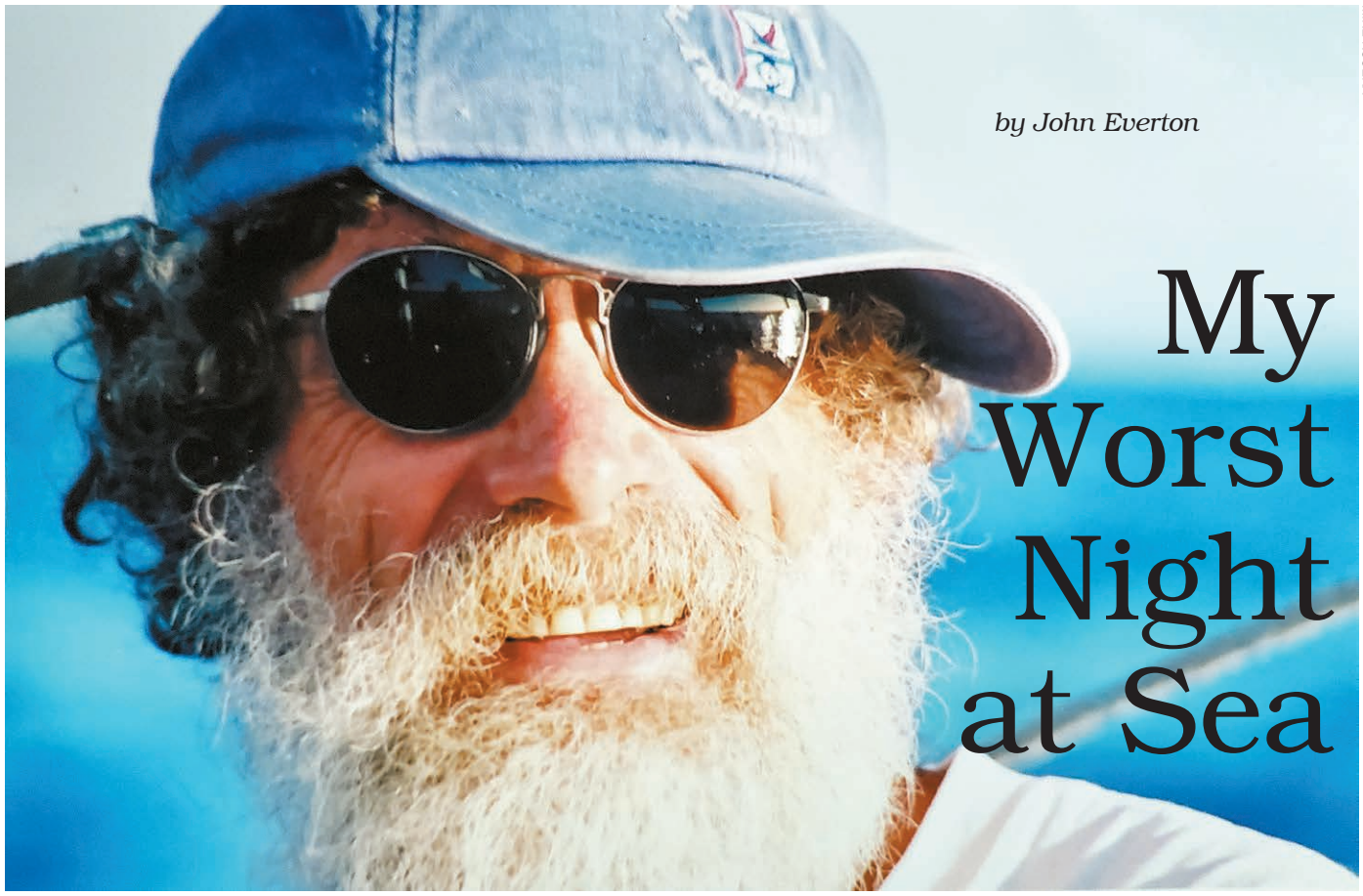
Rodney Bay Marina worked with WCC and the St. Lucian authorities to ensure ARC 2020's success. General Manager Sean Devaux tells *Compass*, "It was a collective effort to meet the challenges. We are grateful for the support of the Chief Medical Officer, who allowed time at sea to count toward ARC sailors' quarantine. At sea, captains conducted daily temperature checks and noted any health concerns among the crew. Forty-eight hours before arrival, all captains sent health declaration forms to St. Lucia. On arrival at the designated isolation dock, all participants were given a red wristband and had PCR tests. On receiving negative results, the crews received blue wristbands and could move their boat to another dock and go ashore. A big local PR campaign let citizens know about the rigorous protocol for ARC arrivals."

Sean adds that the marina's restaurants operated with reduced capacity and social distancing in place, and events such as Chris Doyle's talk on cruising the islands and demonstrations by local chefs were held virtually. Even the gala prizegiving would be on a big screen on a big cat where everyone could watch from their boats.

The ARC 2020 arrival was the first major event held in St. Lucia since the pandemic began in March. In a year of so many disappointments it was tremendous to see the fleet realizing their ambitions, experiencing the magic of ocean sailing, and finally enjoying the Caribbean sunshine and the welcoming party at Rodney Bay Marina.

From log of the crew of the Pogo 12.50 *Rush*: "For everyone doing the ARC there will be a different reason, a personal goal or a selfless one, such as those doing it for charity. Whatever that reason, once we arrive we'll all have the same thing in common — and if you know, you know."

For more information and to enter ARC 2021 visit www.worldcruising.com



MIKE KUCERA

My Worst Night at Sea

by John Everton

AFTER spending several years in Deltaville, Virginia, on the lower western shore of the Chesapeake Bay, while our son finished high school, I was looking forward more than ever to a Caribbean winter: the warm sweet tradewinds in the palm trees, the colour of the water, the lovely friendly people, all of it.

The year was 2004 and that summer my wife and I had attended the traditional workboat festivals in Brest and Douarnanez on the Brittany coast of France, where the most awesome collection of vessels I had ever seen were assembled. When we returned to the States I got a job as member of the shallop crew in the movie *The New World* about Captain John Smith, Pocahontas and the Jamestown Virginia Settlement. It was a great sailing job to get: paid for sailing and rowing the 35-foot shallop on the James and Chicahominy Rivers, eating great meals and hanging out with the stars.

The filming took a month or so longer than planned and so it was it wasn't until November that we hauled *Gaucho* out to try to make her seaworthy for the passage south. *Gaucho* is a Manuel Campos designed 50-foot ketch, built in 1943 of native woods in Argentina.

After the filming delay, the haul-out took longer than expected as we either refastened all the butt joints…

—Continued on next page

Above: I learned a lot on that trip and must have had some good karma.

Right: Gaucho *is a Manuel Campos designed 50-foot ketch, built in 1943 of native woods in Argentina.*

Below: Roni had pointed out that we would get hammered in December in the North Atlantic.



MIKE KUCERA

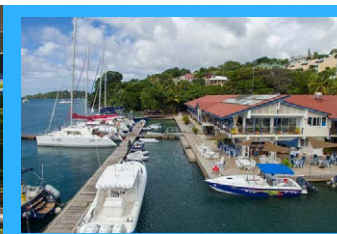
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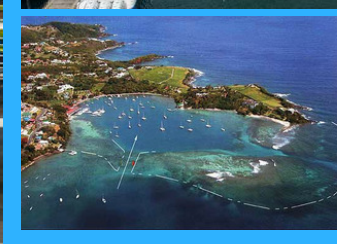


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—*Continued from previous page*
...with lagbolts or replaced rotted butts with scarfed-in pieces called "hide-a-butts" that eliminate the butt joint entirely. As a result we didn't depart the Chesapeake until December 15th.


MIKE KUCERA

The wind and seas began to build during the day.

As the forecast was for a gale after we had crossed the Gulf Stream there was a pit in my stomach as I remembered Don Street's advice: "I will not risk a December gale in the North Atlantic." Our crew consisted of my wife, Roni; our son Iain; Richard, a fellow shallop crewmember from the movie; Mike, our daughter Kylie's schoolmate who planned to shoot a movie of our trip, and myself. To have the wellbeing of so many people depend on my good judgment was a responsibility I felt heavily.

I kept wishing I had acquired a storm staysail or at least a spare staysail for the trip, and sure enough we blew the staysail out shortly after a favourable crossing of the Gulf Stream.

While still in range to receive the NOAA marine forecast we heard that the gale warning had been upgraded to a storm warning. At least, being 90 miles west of Bermuda, we had plenty of sea room if the storm blew through quickly enough.

As the wind and seas began to build during the day the going wasn't too bad at first, although on account of the holes in my preparation we had to lie a-hull for several reasons. Besides the blown-out stays'l, the main halyard had chafed through and I had neglected to rig a new one before the wind and seas got up. The mizzenmast step was rotten, which caused the rigging to keep slacking and the mast to move about, so we ended up lowering the mizzen sail. The outer jib was a roller furler, so I elected not to roll out any jib at all, not trusting the furling gear in a storm that was blowing 65mph.

As the seas built and started breaking over the topsides, cabin and deck, I started feeling bad for the punishment that *Gaucho* was starting to take, which I could have prevented. In all previous heavy weather on *Gaucho* the stays'l had always been the most utilitarian sail and the last one standing. Sometimes we would use stays'l and/or a small mizzen sail — either way she would steer herself nicely and took far less punishment than when lying a-hull.

One moment of comedy occurred in the afternoon: we heard Mike laughing uproariously in the cockpit when his self-inflating lifevest inflated after receiving some spray, making him look like the Michelin man! As darkness fell and wind and seas increased, no stars were visible. With the helm lashed and the sails down, there was nothing for the crew to do except to try to rest as best they could. Cooking was out of the question. Everything was soaked down below. Water found its way through closed hatches, portholes and the deck seams. Roni had curled up in the only relatively dry corner of our bunk and we all had to sleep in our foul weather gear. I chose the cabin sole as a "bunk."

Below: With some sail on her the old girl got moving.


MIKE KUCERA

As each sea broke upon the boat, pounding her unmercifully, I felt the pain of my poor craft taking her punishment. As one breaking sea shuddered the boat with a resounding crash, a shelf of jars with various foodstuffs came adrift from the bulkhead and landed on my head. With incidents like that there was not much rest. At least monitoring and pumping the bilge gave me a break from lying on the floor in a fetal position thinking morbid thoughts.

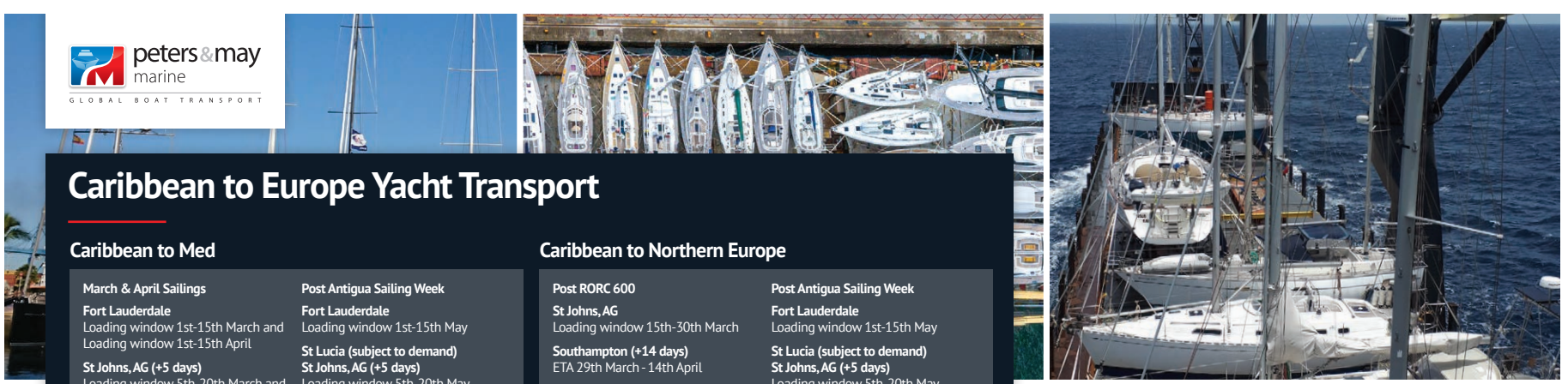
As "the long dark night of the soul" drew to a close and first light appeared I went on deck and found conditions moderating quickly in anticipation of the sunrise. As they say, the darkest hour is just before dawn. After we ate a cooked breakfast the swell had gone down enough for Iain to climb the mast (which had steps on the front) and rig a new main halyard. To steady the roll somewhat as the wind had dropped, we rolled out the genoa. Digging deep we eventually found a spare sail to fly in place of the stays'l and with some sail on her the old girl got moving. Apart from a sprung plank in the starboard forward bulwark rail she hadn't sustained much visible damage. The real damage was to the old iron fastenings, which admitted water to cause further iron rot and gradually destroy their holding power. Still and all we couldn't change what had already occurred and so with lighter hearts we began heading south again instead of drifting east.

After a couple of days the wind picked up and we began barrelling along, ticking off the miles as we headed further south. We made our landfall in St. Barts on December 29th. Our daughter Kylie, who had been unable to sail with us, had flown down with her friend Liz and it was a delight as Iain, Roni and I rowed ashore to meet them mid-channel coming out of Gustavia Harbor in a megayacht tender of about 30 feet (which dwarfed our rowing dinghy!) driven by two young crewmen whom they had charmed into coming to see whether we had arrived yet.

The rougher the passage the sweeter the landfall and this one was sweet indeed — Roni and I had met in the shell garden of Le Select 40 years before when she made landfall from England. It was a pleasure to introduce our crew to our local friends and whenever Iain travels with us he rents a car so we all enjoyed a true touristic island experience of beautiful St. Barts.

I learned a lot on that trip and must have had some good karma, even though I was punishing *Gaucho* needlessly through neglect. Although Roni, as well as Don Street, had pointed out that we would get hammered in December in the North Atlantic, I was determined to get south that winter. (Our mast was too high and our draught borderline for parts of the ICW.) In hindsight I was risking the welfare of the entire crew by leaving so late, and so again I thank Lady Luck and a stout vessel for bailing us out.

Post Script: When Roni and I bought *Second Star* a couple of years ago after selling *Gaucho* the previous year, we attended the wedding of Morgan McDonald, an old friend who sold us the boat and who happens to be Don Street's nephew. Don flew from Ireland for the ceremony, after which I told him how I had learned the hard way by not heeding his advice about December weather in the North Atlantic. He seemed pretty chuffed.



Crossing Inter-Island Channels with Minimal Pain

Part One: Be Prepared

by Don Street



ABALLERO1967

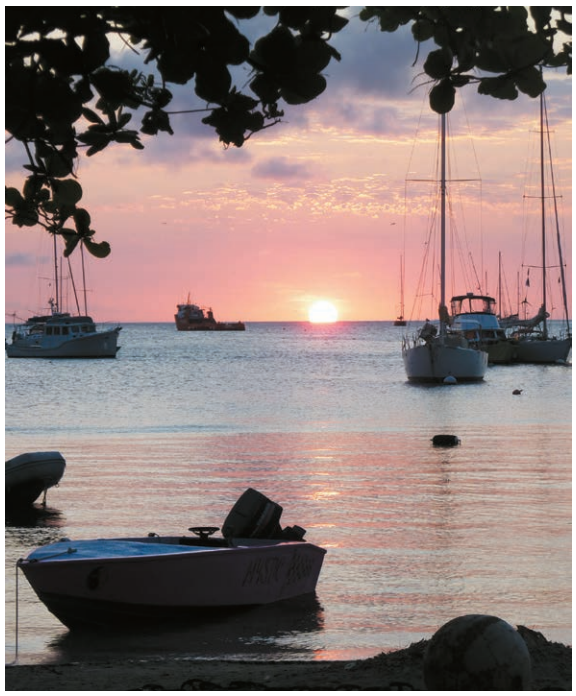
Lines showing ocean currents flowing east to west through the Caribbean

The most important thing to remember in crossing passages with minimal pain is to remember that you are cruising, not racing. Reef early.

Here are some other pain-relievers.

Do everything you can to make sure no one gets seasick

If anyone is prone to seasickness, have him or her start their anti-sickness remedy the minute they wake up. Then feed the crew a really good hearty breakfast: empty stomachs induce seasickness. Make sandwiches before getting underway or while under the lee of the island, so they are ready to pass out as soon as anyone gets hungry. Soup, hot or cold, can be welcome, served in small portions in deep mugs. If hot soup is to be served, make it up before leaving the lee of the island and leave it on the gimbaled stove well secured. Then just warm up when needed. Cold soup is good on a hot day. On *Iolaire*, our favorite was Campbell's jellied beef consommé with a squeeze of lime juice.



Do as much passage preparation as possible the day before your channel crossing. Then get a good night's sleep and be ready to catch a fair tide the next day.

If people do get seasick, keep them on deck and give them a bucket; do not let them go below. They may feel like they will die, they may wish to die, but they will not, as before they get so dehydrated as to be dangerous to their health you will be under the lee of the next island and they will recover.

Protect everyone from the elements

Staying on deck also helps prevent seasickness, but cover up! Wear a broad brimmed hat with a chin strap to keep it from blowing away. Baseball caps do not protect the neck or ears. Long-sleeved shirts and long trousers are good protection from both sun and wind; pajama pants or doctors' scrubs are light and cool. Use sunscreen on face, neck, backs of hands and tops of feet. Re-apply as indicated. Depending on the size and efficiency of your dodger, consider foul weather gear. Wet, cold crewmembers are very prone to seasickness.

Reef before leaving the lee of the island

Regarding shortening sail, "different boats, different long splices," but all boats should reef the main before leaving the lee of the island. You are cruising, not racing. If it turns out the tradewinds are not blowing and more sail is needed, it is easy to shake out a reef. But it is very difficult to take a reef in the channel, when it is blowing and the boat is bouncing around in a big sea.

At the beginning of the season, check out your reefing system. Make sure you know and understand it. With internal mast roller reefing, think of it as clockwise and counterclockwise. When reefing, ALWAYS roll it to windward. Thus clockwise on port tack, counter clockwise starboard tack.

In-boom reefing works fine, but only if the boom is at the exact right angle in relation to the mast. Read the manual very carefully and follow instructions.

Single-line in-boom reefing works fine if the tackles do not get twisted. If they get twisted, friction skyrockets. All riggers I have talked to say that it is impossible to avoid twists in single-line in-boom reefing. They all advise that once a year it should be disassembled, untwisted and re-reeved.

Normal slab reefing lines should be carefully marked to minimize work and speed up the operation. If the boom has an adjustable topping lift, ease the sheet before reefing, top up the boom as high as it will go, and mark the lift. Slack the halyard enough so the reefing ring can be hooked into the gooseneck reefing hook. Mark the halyard, and then take up on the clew reefing line until the clew reefing earring is two-blocked, and then mark the clew reefing line. Harden up the halyard, drop the topping lift, trim the main and you are off.

Bareboat base managers should do the above, marking the halyard, clew reefing line and topping lift or rigid boom vang. The manager or a member of the staff should run the charter party through the mainsail reefing drill BEFORE leaving the dock.

With good modern headsail reefing gear, we discovered on *Iolaire* that our big number one jib could be reefed to a number two, and even a passable number three, but anything more was a waste of time as the jib began to belly like an old garbage bag.

For all reefed headsails to set well, the lead had to be moved forward. I had a sailmaker sew black stripes onto the luff of sail showing when it was reefed to a number two and number three. As the sail was reefed the sheet lead was moved forward to the correct position that was marked on the rail cap.

On single-headsail sloops, it is essential that the sheet lead be moved forward as the sail is reefed. With roller furling, there should be a stripe parallel to the luff with two, four and six rolls on the foil. Then experiment and find the proper position for the lead block with two, four and six rolls on the foil, mark the positions, note the positions on a piece of paper and tape the paper to the chart table.

All bareboat base managers should mark the luff and sheet leads as above on all bareboats.

A reefed headsail on a roller furler sets best if it is rolled to windward. The improved performance with the sail leading from the windward side of the foil versus the lee side is significant.

If you have electric, hydraulic or endless-line roller furling, on starboard tack roll it counter clockwise; on port tack roll it clockwise. If you have single-line roller furling gear, check: does it roll up clockwise or counter clockwise? If heading north through the islands, when crossing channels until Antigua is reached, you will be spending 90 percent of your time on starboard tack, close reaching or hard on the wind, with a reefed headsail.

Since a reefed headsail sets best when rolled to windward, i.e. counter-clockwise on starboard tack, boats heading north should have their roller furling/reefing systems set up to roll counter-clockwise. If the headsail is set up to roll up clockwise, roll up the sail completely to where there is only one or no turns of the control line on the roller drum. Disconnect the roller furling line and re-rig it with a couple of turns around the drum counter clockwise.

If reversing the rotation will put the sacrificial sun strip on the wrong side of the sail, have a sailmaker remove and reverse it. Bareboat base managers in Grenada when ordering new headsails should request sunscreen on the starboard side of the sail. On existing sails, have the sailmaker switch.

The bareboat base managers in Grenada should re-rig all their roller headsails the same way. Going north though the Grenadines, boats will be hard on the wind, or close reaching. With the headsail reefed by rolling to windward it will be much more efficient than if it were reefed to leeward. When the boat is heading back to base, the vast majority of courses will be beam or broad reaches where an inefficient reefed headsail will not really affect the performance of the boat.

If you have electric or hydraulic roller furling, if the headsail is feeding from the lee side of the foil, unroll the sail completely, and then roll it up in the opposite direction.

CHRIS DOYLE



St. Pierre, Martinique, makes a good starting point for the northbound crossing to Dominica. Get organized at anchor, then sail or motor sail along the lee of the island to your 'jump off' point.

Choose a high "jump off" point

The *Sailing Directions for the West Indies* by Norie and Wilson (1867) stated, "when passing to leeward of the high islands of the eastern Caribbean stay within two pistol shots (50 yards) of shore or seven leagues (21 miles) off." Having sailed the engineless yawls *Iolaire* and *Li'l Iolaire* up and down the Eastern Caribbean for 50 years, I can assure you the statement made in 1867 is still true today.

Sail or motor sail along the lee side of the island right up on the beach to your "jump off" point, which should be up to windward. You will get a close-up scenic tour of the coast and enjoy smooth water.

Next Month: Sailing the channel and timing the tide.

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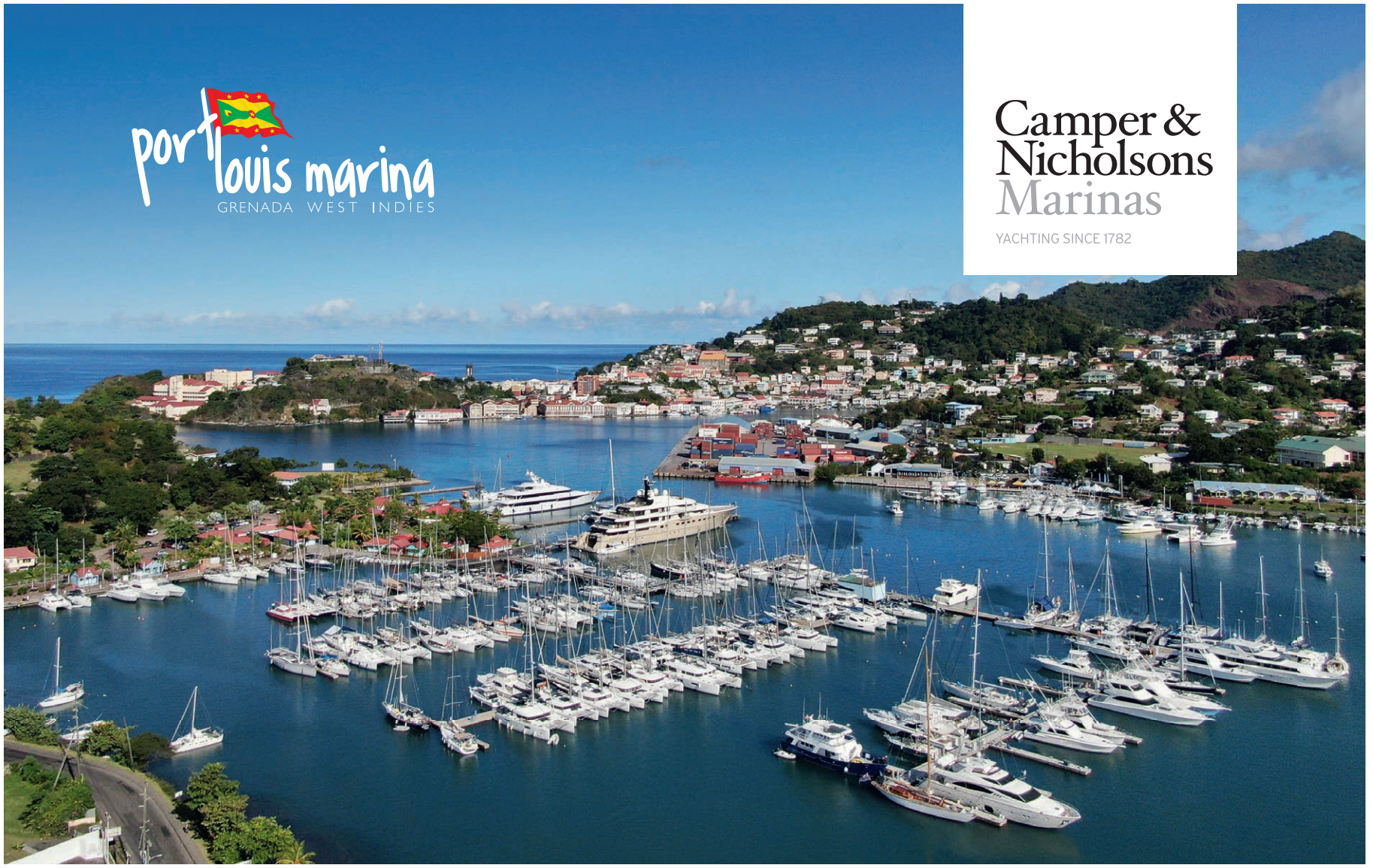
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Environmentally and Socially Beneficial Marinas

by Esteban L. Biondi

Caribbean marinas can benefit from including environmental and social factors to achieve sustainability.

Little known to many, there is an approach to marina development that also has social and environmental sustainability, rather than only profitability, as objectives.

This focus on environmental and social factors is based on strong business principles of creating value by taking seriously the fundamentals of guest experience. It also recognizes that most people want to do the right thing, and this results in benefits that go beyond what regulation-only can achieve.



Natural vegetation in a marina both protects the shoreline and enhances authentic visitor experience. ESTEBAN BIONDI

This approach makes the case to investors that a marina project has more value if, in addition to being built to withstand the forces of nature and to meet return-on-investment goals, it enhances the natural environment and benefits the local community. These latter qualities may be a choice for a private investor, but they are the responsibility of government authorities to achieve.

With environmentally and socially beneficial marinas, it may be easier to make the case for sustainable yachting destinations. Sailing cruisers in the Caribbean can use this concept as the catalyst for a conversation about their role in the social and environmental sustainability of the destinations they visit.

The business base: 'experience' or 'Experience'

In 1999, a book by Joseph Pine and James Gilmore called *The Experience Economy* laid out the business case for the economic value of memorable experiences. The authors emphasize that the human desire for "Experiences" that are authentic, profound and touching has economic value. This is "Experience" with a capital "E," as opposed to the "experience" of sophisticated services and programmed interactions in artificial settings (such as a theme park, a cruise ship or a modern store).

For example, while National Parks were not created because of the economic value of the Experiences, any visitor to a protected natural area can perceive its value and justify its existence. I know that one of my most memorable Experiences as a tourist was talking to a shopkeeper (and naturalist-historian) in Patagonia. Luxury eco-lodges and some ecotourism features that are becoming mainstream also demonstrate the economic value of nature and culture. But sailing cruisers don't need so many words to explain what "Experience" is: that is what they usually look for in destinations.

In the marina industry, sophisticated operators already address exclusivity, privacy and personalisation to improve guest "experience." Sometimes this is delivered by concierge services. More traditionally, this has also been achieved by creating the right ambience, often with luxury in mind.

However, authenticity is what makes for a truly memorable Experience. In order to achieve this, it is important to embrace the local community. Local people — with their culture, history, stories, traditions and sensibility for the land and the living environment — are best able to offer authentic Experiences to visitors. Ultimately, people, more than landscapes or amenities, offer the best opportunities for deep and transformational Experiences.

As with National Parks, many yachting destinations need to remain natural and accessible, but others need infrastructure. Can marinas be built to support these ideas? This article explores two parallel and interconnected pathways to memorable and valuable Experiences in sustainable marinas: environmental and social.

Environmental impacts: sometimes marinas are an improvement

Marinas carry a stigma among the general public of always causing negative impacts. While it is accurate to portray marina developments in pristine environments as a cause for potentially negative impacts (although these may be avoided, minimized and mitigated by following documented best practices for design and construction), some degraded environments can actually be improved by marina works. Additionally, significant value can be achieved with a proactive "environmental design" approach.

There are many examples in the Caribbean where marina development has been good for the environment, and there are still other untapped opportunities. Port Louis Marina in Grenada arguably cleaned up its area of influence in St. George's Lagoon considerably. The proposed development of a new marina in San Andrés, Colombia, has the potential to clean up and organize its waterfront. The long overdue environmental restoration of Ashton Lagoon on Union Island in the Grenadines — which was needed to clean up the damage left by a failed marina project and also to address contamination by haphazard land development and watershed pollution — may still include some type of boating infrastructure. When it relates to water quality, if a marina developer is offered a polluted waterfront site and some tools to deal with the causes, you can bet that the resulting marina will have cleaner water: it is in their best interest.

Good environmental regulations for development and operation of marinas are needed, but only enforcement typically has limitations.

Regulations require environmental impact studies, which must identify all negative environmental impacts of a proposed marina project. The intent of the process is generally to avoid if feasible, minimize as much as possible, and mitigate as required, those impacts. But the proposed environmental design approach goes beyond the regulatory requirements. You can turn around the conversation within the marina development team: Don't do what you "can" (or can get away with by negotiating acceptance thresholds of negative impacts with your regulators), but design incorporating natural features that add the most value to the project.

Environmentally sustainable marinas

Proactive environmental design means including natural features as part of the marina project. They are design elements that add value to the aesthetics and can reduce costs, as much as they provide benefits of habitat creation and protection of native or threatened vegetation.

Solutions may include the use of sloped vegetated shorelines or the creation of landscaped stormwater retention and filtering areas around the basin. Natural elements are (or can be designed to be) beautiful landscape features, public boardwalks, spaces for active or passive recreation, educational opportunities, etcetera. Habitat creation and protection of ecological functions are key environmental considerations, but good environmental design also results in enhancing a sense of place that is authentic and true to the surrounding natural environment.

Interesting opportunities for environmental design can be found when they reduce costs of fill, dredging and shoreline structures. Setting aside waterfront areas as environmental features, either by keeping them undisturbed or by recreating a living shoreline, reduces the cost of new construction. Where fill is expensive, creating an intertidal flat with non-structural material is more cost-effective than reclaiming to a safe construction elevation. Small artificial offshore islands with intertidal shorelines, lagoons and rocky shorelines can be built with dredged material and used for wave protection.

—Continued on next page



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—*Continued from previous page*

Creating a zone along the waterfront with varying elevations and features can be used as part of a sea-level-rise adaptation strategy.

And then, in addition to good design, there is the goodwill developers can get with government regulators.

Mangroves and marinas do not need to be opposites. It is true that some developers and engineers want to maximize space usage and tend to use vertical-wall shorelines. But mangroves can be a nice and cheap landscape feature for marina edges. There are many examples - old and new - of marinas built adjacent to mangroves or incorporating newly planted mangrove vegetation as part of the marina shoreline design. Jupiter Yacht Club in Florida is built adjacent to a healthy and ecologically functional mangrove forest, and the mangrove shoreline of a new marina in the Exumas is another good example.

Socially sustainable marinas

Arguably, a planning approach aimed at developing marinas rooted in authentic Experience would allow for win-win scenarios by creating a stage where local community members participate directly in the business opportunities generated by the project. Sustainable tourism principles can offer net direct economic, social, and cultural benefits to the local community. And guests can get the benefit of an authentic Experience.

While the local community has the best human resources to deliver authentic guest Experiences, the local population is often not prepared to offer quality tourism services. This is not a problem exclusive to the Caribbean, but very common in most developing countries and yachting destinations around the world. The good news is that groups in Latin America and the Caribbean are actively working towards solutions. In many cases, these organizations are not specific to marina operations, but some work has been focused specifically on coastal communities of fishermen. For example, a resort and marina developer in El Salvador implemented a "sea-to-table" program with the local fishermen even before the marina was built.

The following case studies were collected for a personal research project:

• PUERTO LOS CABOS, MEXICO

Puerto Los Cabos (PLC) is a large coastal tourism development project in San José del Cabo, Baja California Sur, Mexico. The project, which includes a 500-boat marina, was developed around a small fishing village called La Playita.

The marina at PLC includes a basin dedicated to the local fishermen, which was agreed with the locals to offset the project's impacts. The fishermen's village is operated by local cooperatives, which were involved in the pre-development agreements with the developer. Fishing charters for tourists operated by the local cooperatives have been very successful, with high levels of satisfaction by visiting sportfishermen reported. The fishermen's village at PLC is a significant private marina investment in community-oriented infrastructure within a resort project.

• PUNTA CANA, DOMINICAN REPUBLIC

The developer of Punta Cana, in the Dominican Republic, has a foundation that spearheaded a long-term collaborative effort that seeks to achieve sustainable integrated coastal management in the region.

In addition to training and hiring individual local fishermen for a variety of marine environmental programs (coral nurseries, sustainable fisheries, etcetera), the foundation provided training to fishermen to target the invasive lionfish. Creating a market for lionfish had been identified as a viable way to control the rapidly expanding populations of this exotic species that degrades the reef ecology. The local fishermen were paid for their catch and the fish is highlighted on the menu of the resort restaurant.

Most interesting, the foundation also implemented a supplementary program that trained the wives of the fishermen in lionfish taxidermy. Using this technique, the fish is dissected and mounted as a souvenir, which is available for sale at the resort and at local handicraft shops. Each souvenir includes a tag with a short description of the lionfish, stating that a local fisherman caught it and that their family members handcrafted it into a souvenir.

The combined programs of restaurant signature dishes and souvenirs resulted in multiple benefits including fishermen's income from a sustainable fishery, additional income directed to the women in the household, and a higher volume and steadiness of catch of the invasive fish, resulting in reduction of the population of lionfish on the reef.

• RODNEY BAY MARINA, ST. LUCIA

There are examples that also demonstrate that vision, passion, and ingenuity get results. A marina does not have to be built in a certain way and you don't need a large foundation to develop a plan as the only way to get results, if you have the right people in the right place.



CHRIS DOYLE

In St. Lucia, local farmers, artisans and craftspeople are welcomed into Rodney Bay Marina to sell their goods, providing opportunities for visitors and locals alike.

Rodney Bay is a well-known marina in the Eastern Caribbean. Formerly recognized as a major regional facility for sailboats, it has been redeveloped to include megayacht facilities as well. Rodney Bay Marina has partnered with St. Lucia's Ministry of Agriculture to offer local farmers direct access to marina guests at the weekly Farmer's Market at Rodney Bay. This was an initiative of the marina management, who identified the opportunity through their local informal communication channels, and obtained the agreement from the government and the marina owners.

Vendors travel from different parts of the island to sell their goods, which include fresh fruits and vegetables, juices, coconut oil, cocoa, herbs and spices, and more. Not only does this encourage marina clients to purchase direct from the farmers, but it has also enables residents around the marina more access to local fruit and vegetable shopping. Boaters love the program and other businesses inside the marina also benefit from the extra foot traffic through the facility.

Last thoughts

I think that the social sustainability of yachting destinations is relevant to the Caribbean... even if I started developing these thoughts two decades ago studying cruise destinations for Patagonia! Over the years, I have also applied this way of thinking to marina projects throughout Latin America, in the Middle East and China and there are always values to be uncovered.

Environmental sustainability principles apply to marina developers building near mangroves as well as to cruisers' bilge discharges. Everyone involved in a yachting destination should contribute to improve water quality and the environment in general.

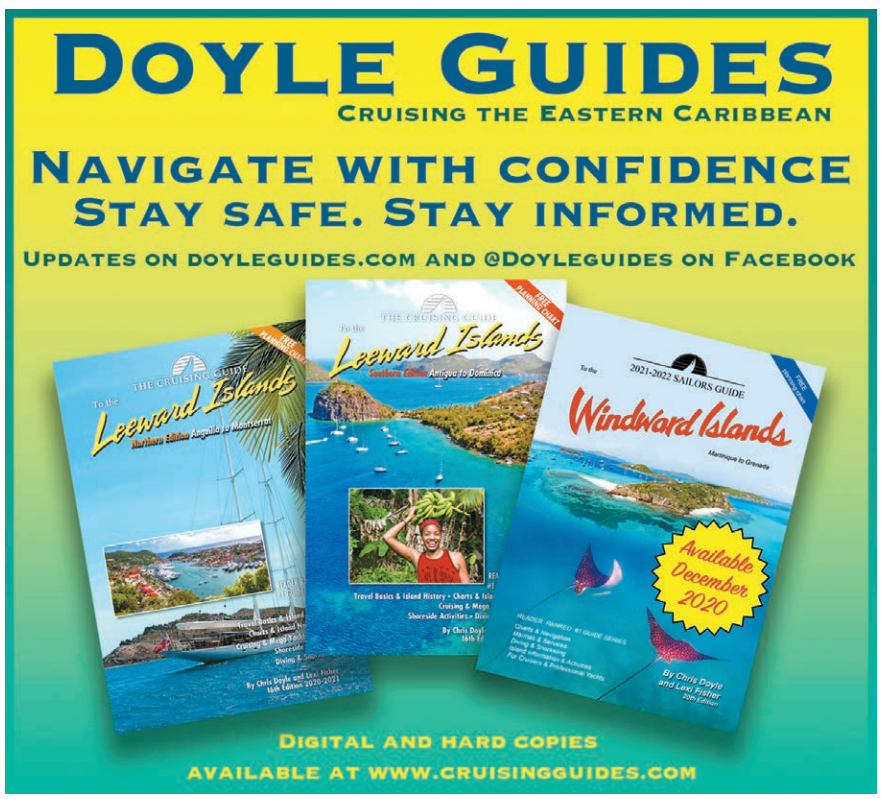
Sustainable marina design is desirable — necessary at best — but clearly an insufficient condition. The most important step towards social sustainability, however, is *not* how you build a marina, even if I think that the design approach can make a difference. The key to achieving any success towards social sustainability is the dialogue with the local community, having clear objectives, and being thorough, patient and resourceful in the implementation. In some cases, this is a work of foundations supported by economic groups and real estate developers. However, as shown by the example of Rodney Bay Marina (and which I am sure also exists in many other places), the ideas of a couple of senior marina staff can make a huge difference.

Informally organized cruisers or megayacht crews, who have already achieved successes with philanthropic endeavors in destination communities, can also play a role. Ultimately, personal commitment and passion are the drivers and bottom-up opportunities are all around you.

The bottom line is that genuine community involvement and environmental protection lead to the most authentic Caribbean marina experience — and therein lies real sustainability, including economic success.

Esteban L. Biondi is Associate Principal at Applied Technology & Management, an engineering and environmental consulting company with a group specialized in comprehensive consulting services for marina projects. He has directed over 100 studies for marinas in Latin America, the Caribbean, US, Middle East and China. He is Chairman of the Recreational Navigation Commission of PIANC and is in charge of a working group preparing guidelines for sustainable marina design. He has written papers and articles about social sustainability and guest experience, environmental design, and climate change adaptation applied to marinas. He can be reached at: ebiondi@appliedtm.com

To celebrate our 25th Anniversary Silver Jubilee year, March 1995 through February 2021, we are sharing notable articles from the past. A version of this article first appeared in the February 2017 issue of Compass.





Medical Insurance for Caribbean Cruisers

by David H. Lyman

"Kids! Help!" I shouted from the bow. "I can't move."

Something in my lower back had snapped. I lay flat on my back on the deck next to the windlass, a sharp knife stabbing into my spine. "Roll me over," I managed to say. "Gently." My two kids, ages nine and 11, rolled me over so I could rise up into a crouch.

"What happened?" asked Renaissance, my daughter.

"I was hauling in the anchor rode. I pulled too hard. Now, help me back to the cockpit." They were helpful, if too much so, but I managed to get into a sitting position on the cockpit seat. My back gives me these spasms from time to time. An old skiing accident. When they come, I'm in eye-watering pain. I'd rather have a root canal. I need an adjustment by a chiropractor. It's a simple maneuver. He jumps on me, twisting my hips one way and shoulders in the opposite directions. I hear and feel something in my lower back 'snap' and the pain is gone. I'm sore for a few days as the muscles along my spine recover and mend.

I needed a chiropractor now.

We'd been anchored in Prickly Bay on the island of Grenada for a few weeks. A Google search found a chiropractor in nearby Le Phare Bleu. Julie, my wife, called and made an appointment for the next day.

The kids got the anchor up and secure, and we motored over, anchoring in Petit Calivigny. The family helped me into the RIB for the short dinghy ride to the marina. The doctor's clinic was a short walk up the street. He had me sorted me out and back in shape in 20 minutes. EC$60 (approximately US$22).

A few months later the back went out again while anchoring in the shadow of the Pitons on St. Lucia. We found a chiropractor's clinic in Rodney Bay. Again, for EC$60 I was fixed up.

Time to do some research

The older I get, the more I'm at risk of hospitalization, or at least a visit to a local island clinic. What are my options? When in trouble, I tell those who sail with me, seek local knowledge.

I asked the editor of this magazine what she and her husband do for medical care, living as they do full time on Bequia. "The Bequia Hospital has been great for routine mishaps and follow-ups, and the dentist and dermatologist we see on St. Vincent, for example, are excellent and much more reasonably priced than those in the States," she said. "But we are both covered by Medicare, so we fly to the States for anything really serious." She added, "Why don't you write an article on medical insurance for cruisers to follow up on the yacht insurance stories in the November issue?"

There are clinics on most Eastern Caribbean islands and hospitals on the larger ones. Naturally, some are better than others, so it's wise to ask local folks for recommendations. While treatment is generally at much less cost than back home, it will be an out of pocket expense. So, what about medical insurance — especially for a serious injury or illness?

Medical insurance for cruisers and Caribbean residents

If you are a US citizen, retired and over 65, you probably have Medicare, Part A and B. Medicare does include treatment in the USVI and Puerto Rico, but with limited facilities there. And, even at home, Medicare does not cover all medical costs. You're stuck paying 20 percent for an outpatient visit, and a hefty co-pay for hospitalization. If you travel outside the US, there are few situations where Medicare might reimburse your out of pocket costs. There are supplemental policies (such as MediGap) you can buy that will fill in what Medicare will not, and some plans include travel outside the States, but for only a limited time.

If you are under 65 you may already have private medical insurance, but will it cover medical expenses when cruising in the Caribbean? A hospitalization plan such as Blue Cross/Blue Shield might cost you in excess of $10,000 a year (prices in this article are given in US dollars unless otherwise specified). That's the price of a new set of sails, an engine replacement, or the entire cost of a winter in the Caribbean. Got any options? Sure, haul the boat and stay at home. Okay, I agree: lousy idea. What else? Research.

I'll share what I've learned. This is not the complete story; it's just my story. You'll need to do your own research, read the fine print on various policies, chat with agents, confer with family and make your own choices. It's not easy, and it's not inexpensive.

A few of those I chat with at beachside bars admit they self-insure their boats and their bodies. It's a gamble. But, they tell me, after raising sails for 30 years, self-insurance has worked so far. The only times I've had to seek medical services in the Caribbean were those two chiropractors.

What if you stuck away $200 a month in a savings account, just for medical emergencies? Create your own insurance plan. In a year, you'd have $2,400. That's a plane ticket home for treatment, or an outpatient visit to an island clinic.

Now, add in another wrinkle. I hear that some islands, such as Anguilla, the Cayman Islands and the Turks & Caicos, are now requiring proof of health insurance coverage on clearing in, to include Covid-related treatment.

MediGap Insurance?

If you're a US citizen on Medicare, you might consider buying a MediGap policy, a supplemental policy to cover what Medicare does not.

I'm a member of AARP (American Association of Retired Persons). I requested their "Supplement" brochure and received a 30-page booklet listing a dozen plans. Plans D and N looked good, as they covered travel abroad, but I had questions. I called AARP and spoke with a rep. We went through the application process, using me as the subject. At the end, if I was in perfect health, which I am, with no "prior existing conditions" the supplemental "N" policy, which covers travel, would cost me $172.25 a month. It would cover me for what Medicare would not — but only for the first 60 days of being outside the US or its territories. There's got to be a better way.

For those spending an entire year or season on their boats or in an island residence, Medicare, even with the supplemental plan, appears inadequate. What do you do you do after the 60 days — fly home every time you need medical attention? Many I've talked with do just that. Or you pay out of pocket to an island clinic.

Variables and Possibilities

What might it cost to fly back to your home country for medical attention? Less than $1,000 on a regular scheduled airline. What if the medical situation required an immediate evacuation flight to your hospital at home? I called two medevac companies based in Florida. A flight from Antigua to Boston would take three to four hours, and would cost between $28,000 and $48,000. Ouch! There's got to be a cheaper alternative.

I found SquareMouth.com, a helpful travel insurance comparison website. I typed in my age, resident state, length of my travels (in this case four months), and received three suggestions. I asked for medical and Covid coverage, plus evacuation coverage. I got back three quotes. One looked very attractive, at $227. It was the Safe Travelers' Voyager plan from Trawick International Insurance. Others came in at over $1,000. The policy details were available, easily read and understood. I e-mailed Kasara at SquareMouth with a series of questions and got an immediate response.

Was the $227 quote from Trawick International Insurance, a one-time payment, or monthly? She wrote, "It will cover the four months you requested on the application. It will cover evacuation and medical service and it will cover Covid.

"Travel insurance policies are dependent on three main factors," she added, "trip length, traveler's age and, if including trip cancellation coverage, the cost of the trip. Some policies are rated better for travelers of a certain age, or for travelers who are taking trips of a certain length." Many of the policies I explored wouldn't cover those over 84, 75, even 65.

When it came to the "evacuation" part, she wrote, "The policy language for a medical evacuation will vary by travel insurance provider, but in most cases, an emergency evacuation must be ordered by a licensed physician, who certifies that the traveler requires an emergency evacuation due to the severity of their injury or illness."

The Gowrie Group agency in Westport, Connecticut, specializes in marine insurance. They insure yachts and megayachts, yacht clubs, sailing programs, professional crews, marinas, dockyards, as well as providing medical and travel insurance. I spoke with Rick Bagnall, an agent in their marine division. I couldn't pin Rick down to a specific policy and cost. "There are too many variables and possibilities," he said, adding he needs to talk a client through the options to find the best fit.

If someone aboard is sick enough to be evacuated or repatriated, can you afford it?



"I can put you in a comprehensive medical plan that's global for less than most current US carriers," he said. I wasn't successful in digging more out of Rick; I'll leave that up to you should you call him. But I was impressed with the Gowrie Groups' website (Gowrie.com), and their involvement in the marine community.

I also found Cigna (www.cignaglobal.com), a worldwide insurer with an "expat" policy for those residing in or visiting another country for an extended period. I filled in the online form with a few particulars and a reply came back instantly. I saw a US phone number and called. Ashley helped me through the process of getting a quote. She wanted to know my age and length of stay abroad, and walked me through the options for coverage. I wanted to be covered for sickness, accident or injury. I might need stitches, a cast for a broken arm, or a test if I wasn't feeling great.

"These are all out-patient services and would be covered."

I asked about Covid-related treatment. "Yes, it would be covered the same as any sickness." How about a Covid test? "If you are experiencing symptoms, yes, the test is covered. If you just wanted see if you had Covid, that's discretionary, and would not be covered."

"Evacuation?" she asked. Yes, I wanted to consider getting flown home. "That would also cover 'repatriation.'" "There's a difference?" I asked. "Yes. Evacuation is to get you to the nearest medical facility; repatriation is to get you all the way home."

"Do you want dental coverage?" She asked. No, I said, there are dental clinics on most of the islands, and most cost a lot less than those in the States.

"It looks like the plan you've requested will cost $1,870 a month," she said when the quote arrived on her screen. "How much if we take away the evacuation/repatriation coverage," I asked. "That would bring your plan down to $1,734." Ouch! That only saves a C-note. "If we remove coverage while in the US," she added, "that brings your plan down to $1,402." I wouldn't need Cigna's coverage once back in the States, as I'm covered by the Veteran's Administration and Medicare.

"The outpatient part of your plan is $600 all by itself," she added. Is that a month, I asked? "Yes, a month." Now I have to think, what's my best guess as to what I might need while I'm floating around in the Caribbean? The only medical attention I've needed in 20 years of Caribbean cruising was the service of a chiropractor, and that was an out-of-pocket expense I gladly bore. While a visit to an emergency ward in the States could cost me $3,500, outpatient care in an island clinic would be a lot less. But were I to have a stroke, a heart attack, a serious liver infection, I'd need hospitalization. If it were elective surgery, I'd fly back to the States. Ashley sent me an e-mail with the final quote. The price came down to $908.37 a month. That's $10,000 a year. The policy would not cover outpatient care, but would cover:

Overall Annual Benefit: $1 million
0% cost share with a $0 out of pocket maximum
Inpatient day patient & accommodations costs - Paid in full for a private room.
Cancer care - paid in full.

—Continued on next page

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Cigna provides a card, much like a Medicare card, that you show to the care provider and they bill Cigna directly. Theirs is not a reimbursement plan. Cigna pays the provider directly, and the coverage is worldwide, except, in my case, with no coverage in the States.

What about repatriation or evacuation?

Now how about getting me stateside and to the VA or Medicare facility? I can usually fly home for less than $1,000. But if I'm unconscious, strapped to a bed, and in need of immediate attention I might need a medevac flight.

There are a number of membership plans that might cover an evacuation or repatriation flight back to the hospital at home.

DAN, Divers' Alert Network, was originally for scuba divers needing emergency evacuation for medical services or a decompression chamber. DAN now has similar service for boaters (DANBoater.org). DAN is not medical insurance. It does not cover doctors or hospitals, but they do provide a hot line where people can talk with a medical pro who can advise on stabilizing the patient and then make arrangements for transportation to a nearby medical facility, if needed. They do not provide repatriation, except if you die. Then they will ship home what's left of you. The cost of membership is $60 per individual and $100 for the family for boaters.



DUDLEY CAMPLING

What if something serious happens to me while I'm out cruising?

Global Rescue has been round since 2004. They provide global medical services. You can call them on satphone from your yacht, the top of mountain or your vacation rental and speak with a medical pro who walks you through stabilizing the patient. If more immediate medical treatment is needed, Global arranges for evacuation to the nearest "appropriate" medical facility. Once there, Global's medical team will consult with the onsite doctor, and if agreed, Global will cover repatriation to the patient's home hospital. Global is not medical insurance. They don't cover doctor, emergency ward or hospitalization expenses. Their website (www.globalrescue.com) has an easy to complete form that gives you an immediate annual membership fee, based on the length of time you are more than 100 miles from home. When I plugged in my information, half a year's coverage would cost me $514. A full year would be $639. Global deals with explorers, extreme skiers, mountain climbers, and sailors in far-off places. They also provide travel advisories to high-risk countries and extractions from dangerous situations. All you need is a satphone, cell phone service, or a text message device such as the inReach.

Medaire (www.medaire.com) is a medical service company that deals with airlines, private charter jet clients and megayacht crews. They have a hotline, provide training for yacht crews, and will assemble your medical kit. The megayacht community is their primary client, but they do have a package for the private family yacht.

So, I'm thinking... A phone call to a medical pro at DAN or Global might replace or augment a visit to a local clinic. If I am to treat myself, I'll need a well-equipped first aid kit and some training. My captain's license requires I have completed a CPR course. Companies like Medaire can provide training and there are companies that will help you put together a first aid medical kit, based on crew size, age, medical history and destination.

I asked Chris, a sailing friend and registered nurse, how she handles medical emergencies. She and her husband live half of each year on a small Caribbean island. "I have medical kits here that include most of our needs for lacerations, cuts, sprains and burns, along with basic medications including antibiotics, steroid creams, and some over-the-counter pain meds. I want to be prepared to treat us for minor issues. If it were something serious, we'd fly to Barbados, Florida, or home to Maine."

There are clinics throughout the islands, but their capabilities vary widely and their budgets are sometimes stretched. For $514, I'd call Global and talk with a medical pro before going ashore to a clinic that hasn't been well recommended for the particular care I needed.

Final Thoughts

My boat was insured for $150,000 total loss, with a $2,000 deductible on lesser losses or damage. The annual premium? $3,500. That's close to $300 a month.

What am I worth? Certainly more than the value of my boat.

Am I willing to gamble that fate will not saddle me with a serious ailment or injury, something I can't fix myself? What would make me feel better about the future, a $60 membership with DANBoater.org? A $514 membership with Global Rescue? Each of those gives me access to advice and, if necessary, evacuation. A $227 insurance plan with SquareMouth (Trawick) might cover the local emergency ward and attending doctor expense. And, if needed, a flight to Florida, Puerto Rico, or home with the cost covered. Medigap is not helpful after the second month of being away. The $900 a month policy with Cigna would be helpful in my situation, as I have the VA (I'm a Vietnam veteran) and Medicare covering me at home. For those of you with no medical insurance who are cruising full time, it's either self-insurance or something like the Cigna plan.

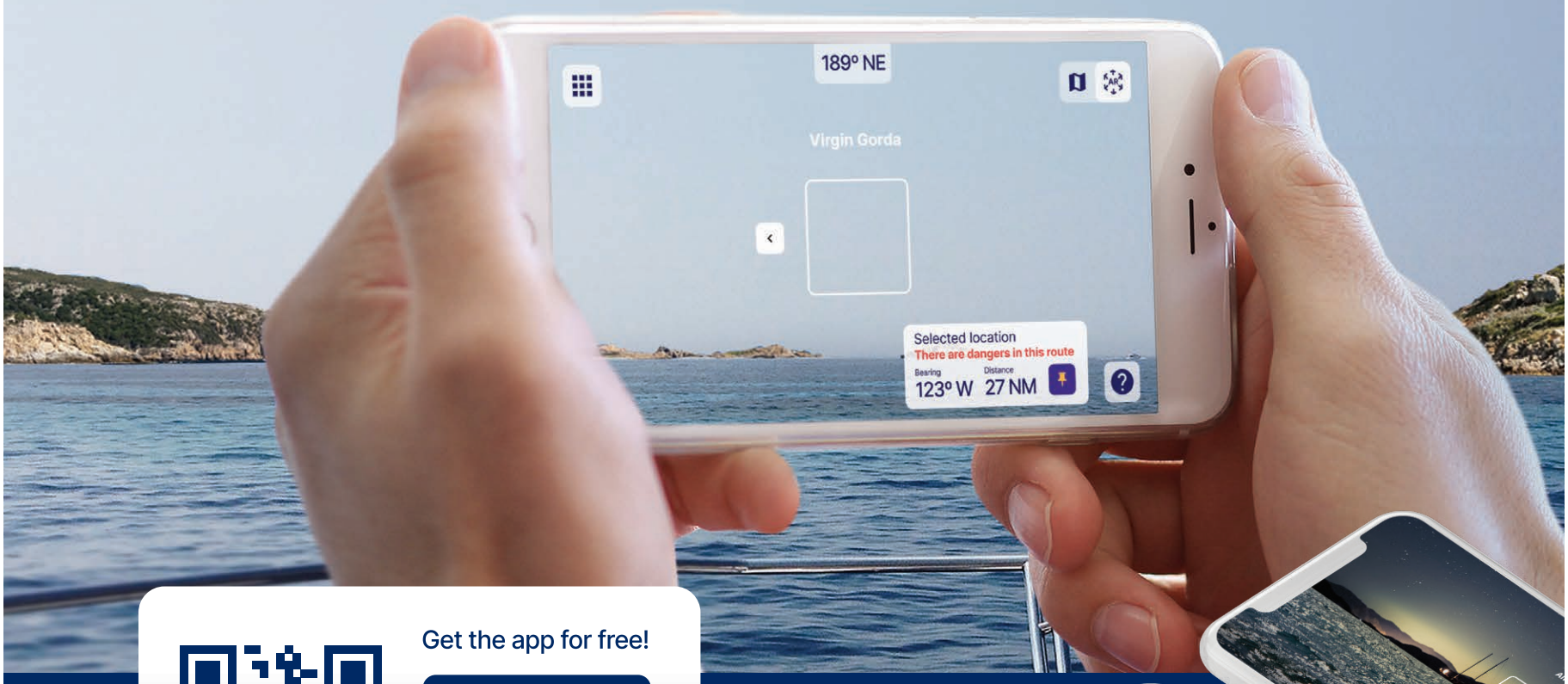
But as Rick from the Gowrie Group said, "There are too many variables and possibilities." I hope this article has enticed you to do your own research.



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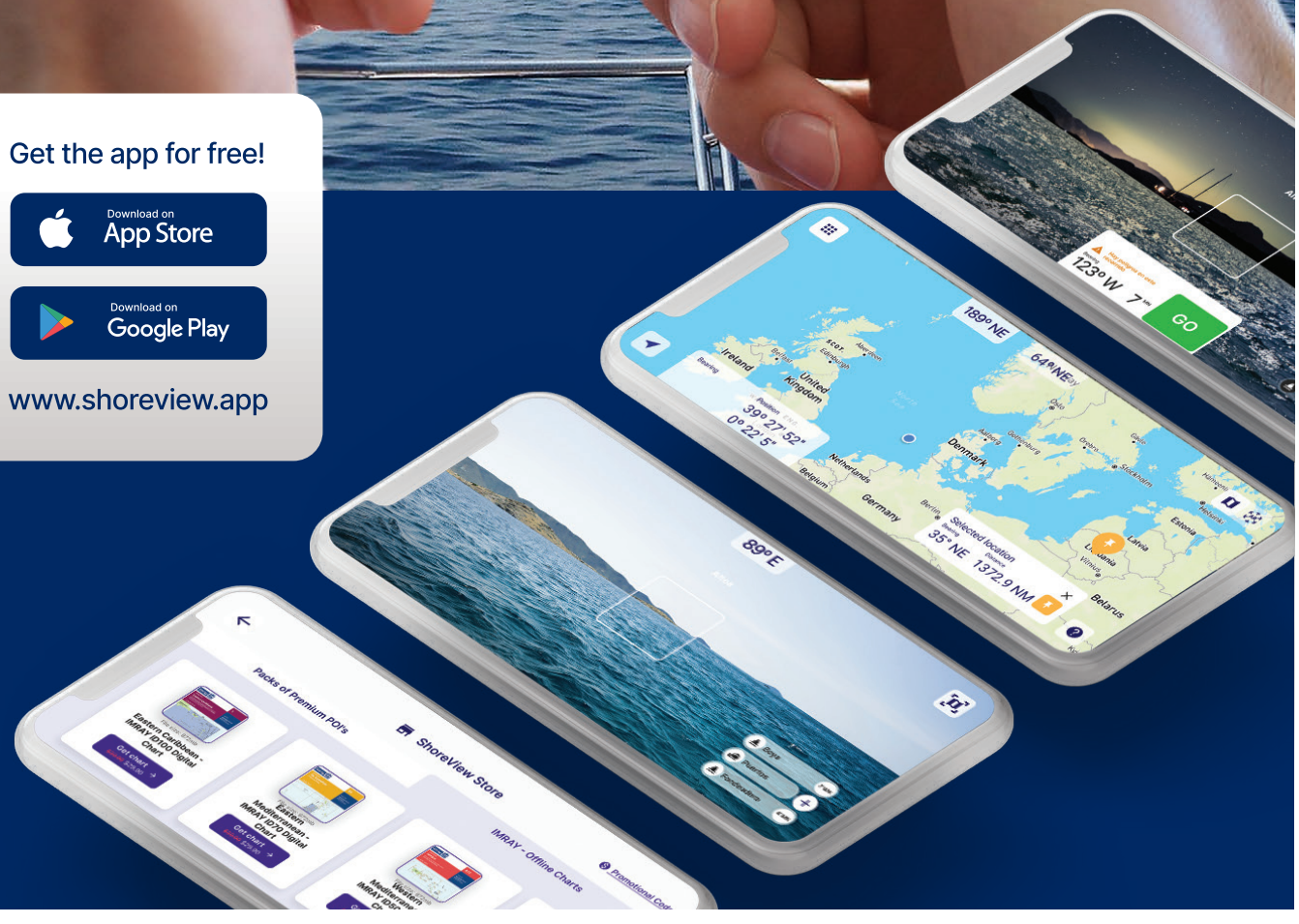


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Our Cruising Life is Child's Play ...and so much more

by JoAnne and Bill Harris

During our 12 years of living full time aboard our trimaran, *Ultra*, it has been a priority to give back to the communities that we visit, volunteering in humanitarian efforts and leading fundraisers. In this article, we use the word "we" extensively. "We" is all about a collective effort: without the generosity of fellow cruisers, family and friends, our efforts would not be possible. And whether one is offering monetary donations or donating their time, it all holds the same value.

After a few years cruising the Bahamas, Eastern Caribbean and the south coast of Hispaniola, we island hopped to Panama and the San Blas Islands. We spent countless treasured moments with many Kuna Indian families during our years there.

Before departing Panama in 2019 for the last time, we offered *Ultra* as a "good Samaritan vehicle" to carry donations we received from generous cruisers in Shelter Bay Marina to the San Blas Islands. We want to give a big shout-out to JuanJo, the general manager of Shelter Bay Marina, who was so supportive of our fundraising efforts. The donations included food, clothing, shoes, school and art supplies, household goods, fishing gear, first aid items, baby items, personal care products, solar panels and solar controllers, batteries, used sails, and more. Two barrels were put out to collect donations, and each day they were overflowing. The cash donations were used to purchase food and more. Upon our departure from Shelter Bay Marina, we were loaded to the gunnels with heaps of suitcases, shopping bags, and containers.

We took photos of cruisers dropping off their donations onboard *Ultra*, so we could show the recipients where things had come from. The distribution was likewise documented with photos of the Kuna recipients to show the donors. It was important to us to always explain where these donations came from, and to whom they were given, for without the generosity of the donors, this sharing would not have happened.

Back in San Blas, we made our way through the islands distributing all of the donations. From used yacht sails we cut out and sewed nearly 20 sails for the *cayucos* (wooden dugouts) of our Kuna friends.

Our friend Scott from Atlanta, Georgia, donated US$1,000 for us to develop an educational program to teach Kunas to hunt, clean and eat the invasive lionfish. We purchased lionfish spears, pliers, cutting shears, and snorkel gear. Through meetings with the head chief's family, we hunted lionfish and demonstrated how to properly prepare them. We spent several weeks training our Kuna friends and eating lionfish with them in their outdoor kitchen. The program was a big hit and, through word of mouth, it continues to grow.

After our last season in San Blas, we sailed to Catamaran Marina in Guatemala's Rio Dulce for hurricane season 2020. We arrived in July and became involved in the El Bongo School Project, led by Dockmaster Steve, with scores of other cruiser volunteers who built a functional water and toilet system, and installed a playground. Through the generosity of the local merchants, we held a silent auction and raffle with the marina's Pub Quiz Trivia Night, which raised the most money in the entire history of the event. All proceeds went to support El Bongo. A cruisers' workshop was built to provide space to build school desks and three sets of playground equipment. For Christmas, generous donations were received for us to shop for items to fill gift baskets for more than 20 families of children at the non-profit Casa Guatemala (https://casa-guatemala.org).

When hurricane season was coming to a close, we prepared to sail to Belize. However, a volunteer project at El Amatillo School needed help to paint the school and repair desks. It soon evolved to a larger project to include a playground. With our past experience of building playgrounds, we were asked to lead the El Amatillo School Playground Project team. Our design and the team's hard work would soon turn into a child's wonderland. While another team was making and repairing desks, our team was building the playground, and the creative talent of the cruisers on the playground team — some of whom postponed their cruising plans to help complete the project — was impressive. Lorena of W & L Ferreteria and her family gave great savings on the supplies. It was a combined effort to reach the common goal of making El Amatillo School even more outstanding. (See our video at https://youtu.be/Sd7J4IK4b7k.) For a brilliant student and our outstanding project helper, Rudy, we constructed a left-handed desk. He was missing his right arm and left-handed desks were not available. At the final ceremony, the desk with his name was unveiled and lots of hugs were shared.

After this project, we created another playground for a new school in the nearby village of Seja. Using the remainder of the donated tires, we created and installed eight more pieces of playground equipment. Within a few minutes, the children from the village were enjoying them.

We were contacted a month later by El Amatillo Principal Otto and Head Teacher Ana. JoAnne was offered a teaching position and Bill to be an advisor on the maintenance of the playground and the school building. We were both truly honored, but we had already departed for Belize and beyond. We told them that upon our return to the Rio Dulce, we would be thrilled to work at their school and to see them all again.

As we write this article, we have been in Roatan for 11 months and most of those were spent with the island being in lockdown to protect it from Covid-19. We have held numerous fundraisers and collected countless donations of both cash and non-monetary donations. The donations have gone to support over 30 men, women and children. They have paid for food, household bills, Covid-19 testing and other medical bills, and more.

After Hurricanes Eta and Iota ravaged the mainland of Honduras, we have been working closely with global contacts and coordinating donations for those families in need, as well. We recently received more cash donations from friends around the globe. With these monies, we purchased food staples to make up Christmas baskets, which were distributed throughout the community of French Harbour to families in need.

It is important to give back. If you wish to donate to our community projects, please contact us at bjharrisultra@gmail.com. We sincerely appreciate your consideration. To see more of our adventures or to contact us, please check us out on Instagram at #yachtultraadventures or subscribe to our YouTube channel at yachtultra1.

We must reiterate that without the generosity of the cruising community, family and friends, none of these projects would be possible. For it is with the help of all of you, that we can work together to improve the lives of so many. We thank you all from the bottoms of our hearts.



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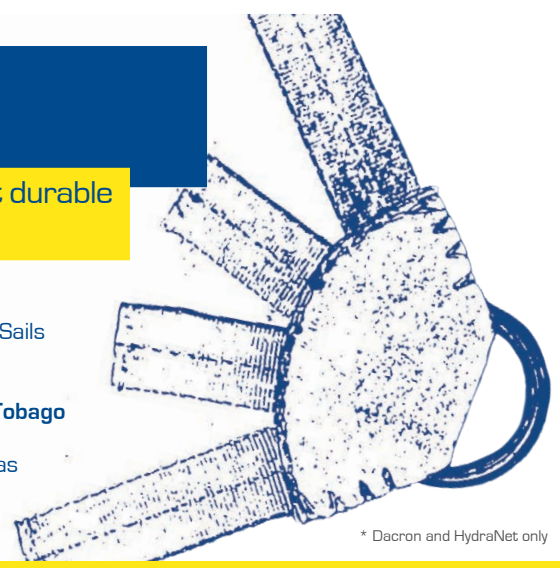
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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

The Sky from Mid-January to Mid-February

by Jim Ulik

Let me say first that when I decided to come here I did so out of desire to save my life, not for recreation or a change of air.

— Vincenzo, son of Galileo

That was Vincenzo's remark after he and his wife Sestilia left Florence to seek refuge in a rural setting close to Prato, Italy, where they went into quarantine. Some reports claim that Vincenzo left his son behind with Galileo to deal with the Bubonic Plague. The pandemic manifested a second time for a ten-year run (1625 – 1635)! During this period Galileo completed his dialogue providing evidence for, among a number of other hypotheses, the Copernican theory that the Earth rotates around the Sun. It was ready for publication but because of the subject matter it was recommended that the church approve the manuscript.

As it turned out Galileo stepped on the toes of the church. Holding the Copernican theory breached the conditions laid down by the Inquisition in 1616. Galileo was ordered to go to Rome to be examined by the Holy Office of the Inquisition. Galileo left Florence on January 20th, 1633. He spent two weeks just outside Rome in quarantine because of the plague. Galileo entered Rome on February 13th for the start of his interrogation. With a formal threat of torture, Galileo was examined by the Inquisition. What a way to spend the 69th birthday of "father of modern science" (Albert Einstein). Convicted of heresy, Galileo spent the last nine years of his life under house arrest.

In 1642, he proposed his astronomical solution for determining longitude and a design for an accurate sea clock. Galileo Day is observed on February 15th to reaffirm the importance of science.

I do not feel obliged to believe that the same God who has endowed us with sense, reason, and intellect has intended us to forgo their use.

— Galileo Galilei

Saturday, January 16th

The Eta Craterids meteor shower takes place January 11th through 22nd. The peak event takes place after midnight today. The meteors radiate out from the constellation Crater, the cup. Crater is one of the oldest constellations, first cataloged by Ptolemy. It is associated with the cup from Greek mythology and the god Apollo. Below or east is the constellation Corvus the raven that used Crater to fetch water for Apollo.

Sunday, January 17th

The Delta Cancrids meteor shower peaks tonight. This is a medium strength shower that is active December 14th to February 14th. The meteors will radiate from an area near the Beehive Cluster in the constellation Cancer. The best viewing is after the Moon sets at around 2200 hours.

Tuesday, January 19th

The Gamma Ursae Minorids appear to radiate from the constellation Ursa Minor, near the bright north star of Polaris. This meteor shower runs from January 15th through 25th and is expected to peak tonight. The shower is likely to produce its best displays shortly before dawn, when its radiant point is highest.

Wednesday, January 20th

The Moon reaches First Quarter about an hour before sunset. Overnight there is a close approach between the Moon and Mars.

Saturday, January 23rd

Over the last 20 hours the Moon has slowly drifted east away from Mars and is moving past the Seven Sisters. By nightfall the Moon becomes an eyepatch over Taurus' left eye. Its position is less than three degrees from the "following" eye of the bull Aldebaran.

—Continued on next page

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Milton visiting Galileo when a prisoner of the Inquisition. Oil painting by Solomon Alexander Hart, 1847

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—Continued from previous page

Sunday, January 24th

Mercury reaches greatest eastern elongation of 19 degrees from the Sun. This is the best time to view Mercury since it will be at its highest point above the horizon in the evening sky. Look for the planet just above the horizon after sunset.

Thursday, January 28th

The Moon will be located on the opposite side of the Earth as the Sun and its face will be fully illuminated. The Moon reaches full phase east of the Beehive Cluster in the constellation Cancer.

Monday, February 1st

Venus is in the beginning stages of transitioning into an evening star. Over the next four months Venus will make passage on the opposite side of the Sun. Look for the goddess to reappear at dusk above the western horizon around the first of May.

Wednesday. February 3rd

The Moon will appear slightly larger today, as it has reached its closest point to Earth. Tomorrow the Moon will be prominent in the dawn sky, rising at around midnight. It will approach third quarter as it slowly sets in the west.

Sunday, February 7th

There isn't a base on Mars to visit yet but when virtual vacations are available you may want to know in what season you are scheduling your future holiday. Unless you have total recall you will need to check when the preferred time to project yourself to Mars is. For reference, today is the Spring Equinox on Mars. That season will not come around again for another 687 Earth Days. The Summer Solstice occurs on August 25th, 2021.

Monday, February 8th

The Alpha Centaurids meteor shower will be active from January 28th through February 21st in the southern sky. Meteors will be visible after midnight producing up to 20 meteors per hour. Look for them to radiate out of an area east of the Southern Cross. While you are waiting for the meteor shower take a look at the Southern Cross (Crux). This constellation can be used in place of a compass to find south. Follow the two pointer stars Gacrux and Acrux toward the horizon as shown in Image 2. They will continue to point south throughout the night as they transit the night sky.

Wednesday, February 10th

The sliver Moon can be spotted near Saturn and Venus In the predawn skies. If you have a clear shot of the eastern horizon you may catch a glimpse of Jupiter for a couple of minutes before sunrise. Mercury is also there lost in the Sun's glare.

Thursday, February 11th

The Moon has joined Mercury passing close to the Sun for the next few days. 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.

Sunday, February 14th

Tonight marks the peak of the Tau Centaurids meteor shower. This shower is active January 23rd through March 12th. The radiant shares the same area of sky as the Alpha Centaurids and is also best seen after midnight. Both showers originate in Centaurus, the half-man, half-horse constellation from Greek mythology.

In the News

There may be some bad news for radio astronomers that maintain a 24-hour monitoring system to help NASA and other space agencies keep track of spacecraft or asteroids that have the potential to impact Earth. ET phone home! NASA has selected Nokia to build the first-ever cellular network on the Moon. The 4G network offers advanced lunar communications for remote control of rovers, real-time navigation and streaming of high definition video. Beyond the interference from ground based radio signals, a Moon based communication service plus the interference caused by 12,000 SpaceX Starlink satellites could impede radio telescope data.

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.

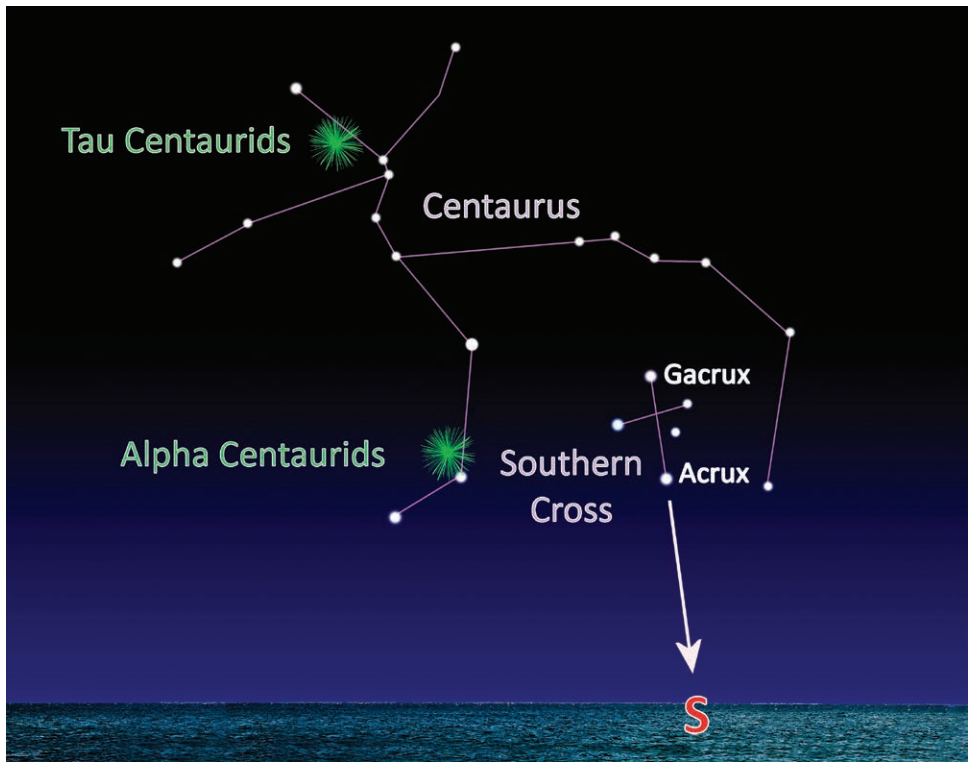
Jim Ulik sails on S/V Merengue.



NRAO / AUI / NSF - J. HELLERMAN

Above: Moonset and the Very Large Array (VLA) of radio telescopes

Below: Meteor Showers and Southern Cross at 0300 on February 8th



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LOOK OUT FOR…

Things to REALLY Look Out For!

by Lynn Kaak

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

Welcome to the Caribbean. The good news: as far as plants go, it is safer than Australia, where it seems to outsiders that everything is out to kill you. The bad news is that there are still a few things you will want to avoid so you don't ruin your day. While people who have grown up in the area have the knowledge of what plants to avoid, some of us have had to find out the hard way. Here is your chance to learn from the experiences of others. So, let us begin.

The Manchineel Tree

It most likely won't kill you, but it has numerous ways to make you feel lousy. The sap or latex from this tree, commonly found along beaches, can give you chemical burns. The little green apples are NOT edible. When the Guinness Book of World Records refers to a tree as the most dangerous in the world, that is a clear indication that this is a tree that you REALLY don't want anything to do with.

Fortunately, in many of the Eastern Caribbean countries a red, or sometimes blue, stripe is painted around the trunk as a warning. However, this is not a universal precaution. Look for shrubs or trees with shiny oval leaves with tiny serrations. The bark is reddish to grayish brown, and is cracked-looking with deep furrows or crevices. There can be small yellowish flowers, but the small apple-looking fruit are much more noticeable and is the signature of the tree.

HANS HILLEWAERT



It tends to live along the coasts and by brackish waters, the kind of places that cruisers often go. A cruiser acquaintance sent me a text after licking a small amount of juice or sap off her finger after picking up an "apple." That small amount made her feel like she had eaten hot peppers, but ice cream seemed to help settle things down.

Teles of badly irritated eyes and skin after using manchineel wood for bonfires have been reported, as have reports of irritation after standing under the tree in the rain. Nevertheless, the trees are usually left in place, as they are so effective in preventing erosion.

Devil's Nettle or Zooti

Devil Nettle is also known as, zooti, callalloo chaude, pica-pica, burn bush, bull nettle and a few other descriptive names. This can be a very irritating plant to inadvertently brush up against. With a height from 30 to 150 centimetres, it can catch uncovered skin quite easily. The leaves have a shape reminiscent of maple leaves, and the stalks have little hairs or bristles, about 1cm long, ready to snag the unsuspecting passer-by. During the rainy season, the plant has little white trumpet-shaped flowers. The plant starts out more herb-like, and the stalk becomes woodier with time.

The bristles on the plant are perfectly designed to ensure that one does not knowingly go back for a repeat encounter with the burn bush. The tip of the hair is slightly enlarged, for maximum effect. The rest of the hair is designed to inject the toxin like a hypodermic syringe. For most people of European descent, it will give a stinging, irritating sensation for up to 45 minutes, but for many people of African descent, it can create welts and sores that can last for several days. The white sap is also not conducive to a happy hike, as it is quite corrosive and can cause blistering for ten days.

Unfortunately for the hikers in the crowd, it loves to grow along the sides of paths or slightly overgrown farm roads and pastures where it is in full to partial sunlight, especially in drier areas (I'm looking at you, Carriacou!).

Cat's Paw

This prolific nuisance grows in drier bush. It is quite obvious when you see it, as it is festooned with sharp thorns sadistically designed to rip clothes and shred skin. It may develop as a bush or small tree as well as being a vine that lies in wait for an errant hand, arm or article of clothing. This is why some people carry a cutlass/machete into the bush. The thorns really do cling, much like a cat's claws, and require careful extrication to limit the amount of damage to your clothing or epidermis; trying to bull your way through will only serve to teach you that you don't want to do that twice. Part of the "wait-a-bit bush" family.

Cow Itch

This vine loves to hide in the undergrowth, especially in slightly drier areas. One just needs to brush up against it to feel the initial sting that then gets worse. If you are unlucky enough to do more than brush up against it, it can cause painful welts and possible blistering of the skin, and it may take days for it to settle down. Scratching will only prolong your misery as you drive the allergen into your skin. This disagreeable villain of the bush just lies in wait, hidden from view.

If exploring rough bush, long socks or pants are not a bad idea.

Brazil

Found throughout the Antilles, Brazil (*Comocladia dodonaea Urban*) belongs to the Anacardiaceae or sumac family. The plant grows from seedlings to a large sparsely branching shrub or small tree. During dry season this shrub does not carry many

XEMENENDURA



leaves and the branches intertwine with its neighboring plants. The inch-long leaves, which resemble those of holly, appear in pairs on the branches, and are oval shaped with a sharp pointed spike at the end. Their color ranges from spring green to dark green to pretty fall colors of orange and red in dry season.

Brazil grows along the roadside and "in the bush" and it will blister the skin when you brush up against it, whatever the size of the plant. The blisters will itch severely for a long time, and the liquid from the blisters can spread the irritation even further. The effects range from a slight irritation of the skin to open and oozing sores that are subject to secondary infection.

If you are aware that you have come in contact with Brazil, immediately rinse the affected area and wash the clothes you were wearing. Antihistamine taken orally and applied locally diminishes the itching. Hot compresses and ice applications to diminish swelling can bring some temporary relief.

Top right: Brazil will blister the skin when you brush up against it, whatever the size of the plant.

Left: The little green apples you might find on trees along the beach are NOT edible.

Right: A 17th century painting of cassava, long a staple food in the New World. It is toxic if not properly prepared.

Bottom right: Calalloo will feel like tiny shards of glass in your mouth and throat if you eat it raw.

Cassava

Also called yucca or manioc, cassava was a staple food of pre-Columbiane peoples in the Americas and remains popular throughout Latin America and the Caribbean to this day. However, cassava MUST be peeled and fully cooked before you eat it. There are compounds in the roots (and leaves; they are edible, too) that will turn into hydrogen cyanide in your body. This lovely compound makes it difficult for your body to utilise oxygen, which seems like a lousy way to die. Otherwise, cassava bread and cassava fries are really good!

ALBERT ECKHOUT



Calalloo

DO NOT EAT THIS RAW. What is often referred to as calalloo in this case is the green leaf of *Colocasia esculenta*, the taro or dasheen plant, as you will tend to find in the Eastern Caribbean. ("Calalloo" can be a different plant in other places.) The leaves are rich in calcium oxalate crystals, which will feel like tiny shards of glass in your mouth and throat if you eat them raw. Cooking dissolves and breaks the crystals down. This also goes for the roots, too, but generally we don't tend to make salads with raw potato-like things. Wearing gloves while handling any part of the plant isn't a bad idea.

Don't let the need to fully cook it scare you off. It is a nutritional powerhouse, and puts spinach and kale to shame in the nutrient game. Usually made into the eponymous soup or fritters, it's great chopped and sautéed with eggs!

DINESH VALKE



The Loudmouthed Yellow-Bellied Elaenia

The Yellow-Bellied Elaenia (*Elaenia flavogaster*) — also known in the West Indies as "Jay," "Cutterhead" and "Top-Knot Pipiri" — is perhaps one of the easiest birds to recognise thanks to its small head, pale-yellow belly and prominent crest, which is almost always seen raised.

A common resident of the southern Lesser Antilles — St. Vincent, the Grenadines and Grenada — as well as Trinidad and Tobago, Central and South America, this adorable flycatcher is sometimes confused with its sibling species, the widespread Caribbean Elaenia. Both birds can be brown, olive or grey above, with two contrasting white wing bars and yellowish underparts. Both have crests with a white crown patch, but the Yellow-Bellied holds its crest raised and parted in the middle when vocalizing to reveal a white crown patch, whereas the Caribbean Elaenia typically holds its crest flat, hiding the white crown patch. Although both birds coexist in St. Vincent, in Grenada the more aggressive and domineering Yellow-Bellied Elaenia has displaced the Caribbean Elaenia, restricting the latter to the densely forested central mountains, where it survives in very limited numbers.



One of the easiest birds to recognise thanks to its prominent crest, which is almost always seen raised.

The best way to recognise the Yellow-Bellied Elaenia is by voice and behaviour. This pretty tyrant might be as silent as the rolling mist on a breathless morning, or as loud as a wheezy toy in the hands of a toddler. Indeed, the bird can go unnoticed for long periods of time and then suddenly hurtle past, trumpeting its loud, wheezy territorial song — *zhug-zhee-zhu-zheeee* — no doubt proclaiming "I came, I saw, I conquered all," only to swiftly retreat back into silence again. The species' common call is a nasal drawn-out *zheeeer*, as opposed to the short and chirpy *bree-ur* of the Caribbean Elaenia.

The Yellow-Bellied Elaenia is arboreal and rarely seen on the ground, but its upright figure can easily be spotted in semi-open forest, fruit plantations, agricultural land, coastal scrubland and wetlands, where it hunts for insects, fruit and berries. Its hunting methods include "aerial sallies" to capture insects while in flight, "perch-gleans," to peck at stationary prey, such as fruit while perched and "hover-gleans," to snatch stationary prey from foliage while hovering.

In the Lesser Antilles, as well as Trinidad and Tobago, the Yellow-Bellied Elaenia breeds twice a year, from April to June and November to December. The male and female are identical; it is quite impossible to distinguish one from the other. Nevertheless, a set of gender specified roles sets them apart during the breeding season, enabling us to distinguish between the sexes.

At the onset of the breeding season, the male attracts his future mate by singing a very distinctive pre-dawn song, often sung about ten to 20 minutes before sunrise. Strangely, the male's mating call, which sounds like *we-do-trr-do* — seems rather impatient and without any romance at all. Indeed, I have been awakened several times by one of these fellows yelling non-stop *…wee-do, wee-do-trr-do, WEE-DO, WEE-DO-trr-DO, we-do, we-trr-do…!* Listening to the bird's frenzied tone one can only hope that "they-do-whatever-they-must-do" and quickly.

The Yellow-bellied Elaenia is monogamous, with pairs remaining together and defending territory all year-round. Couples build a shallow cup on the fork of a branch about two to five metres above the ground. The nest is compactly built with pliable, firm walls composed of fine rootlets, delicate stems and flexible plant fibers. It is lined with feathers, leaves and soft bark, and finally held together with cobwebs. This little architectural wonder can take about five days to complete and is typically built by the female, while the male searches for and collects material.

The female then lays two creamy white eggs, usually laid two days apart, and incubates them alone for about 16 days while the male guards the nest from predators such as snakes, hawks and opossums.

Yellow-bellied hatchlings are born altricial: blind, helpless and naked, requiring full-time care from both parents. Fortunately, the adults are attentive and caring, working simultaneously to feed the demanding chicks a mixed diet of berries and insects, placing the food patiently in the chick's wide-open mouth, making sure the youngster is able to handle the food. When a nestling has difficulty swallowing prey, the adult will immediately remove the unsafe item and eat it itself. Yellow-Bellied Elaenias have a tendency to build their nests in exposed locations, so during the hottest part of the day one parent will remain at the nest shading the chicks from the sun, while the other parent will continue to feed the offspring.

Like all newborns, Yellow-Bellied nestlings are enthusiastic poopers. Altricial chicks spend a lot of time in the nest, posing a challenge to their parents, who must keep the nest clean. Interestingly, altricial birds deal with the problem by having their own brand of nappies — that is, the nestlings eject poop already encased in a tough, flexible membrane called a fecal sac. Although some species remove and dispose of the fecal sacs away from the nest, adult Yellow-bellied Elaenias eat them. Unpleasant as it sounds, they do it for good reasons. Firstly, by ingesting the poop the parents are recycling valuable nutrients contained within the fecal sacs; the fecal sacs themselves are made of a protein-sugar mixture. Any harmful bacterium is safely contained within the sac and dealt with by a strong gut. Secondly, a bird carrying a glistening white fecal sac is a guaranteed indicator that there are new hatchlings in the neighborhood and will alert any hungry predators nearby. By swallowing the fecal matter parents are able to remain close to their chicks, avoiding multiple trips away from the nest, thus reducing the risk of attracting a predator.

Yellow-Bellied chicks start life as tiny fragile creatures, but soon fledge at about 16 days old, remaining with their parents for at least another month before becoming fully independent. Eventually these youngsters turn into successful and delightful loudmouths with a preference for converted habitats and open woodland.

So, be sure to keep an ear open for these exquisite little birds. Although not brightly coloured, Yellow-Bellied Elaenias will undoubtedly catch your attention with their eccentric voices and impetuous disposition.



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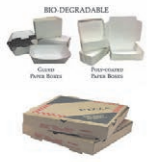
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LOVE THE BREAKING NEWS!

Hi *Compass*,

I love your new tab on the *Caribbean Compass* webpage — Breaking News is excellent! In fact, the entire site redesign is outstanding.

Thank you for doing a great job as usual!

Steve Siguaw
S/V Aspen

TRINI CIRCUMNAVIGATORS STOPPED IN BEQUIA

Dear *Compass*,

This is just to update the letter sent in by Jim Hutchinson on *S/V Ambia* in the November 2020 issue of *Caribbean Compass*.

The first Trinidadians to circumnavigate the globe, Harold and Kwailan La Borde and I (their son Pierre), did so on *Humming Bird II* from 1969 to 1973 and then completed a second circumnavigation from 1984 to 1986 on *Humming Bird III*.

We stopped in Bequia on those journeys, not to mention visiting the island numerous other times with both boats. As we anchored in Bequia on the return leg of the first circumnavigation, the then Prime Minister, the Right Honourable Sir James Mitchell, had the Trinidad & Tobago flag hoisted in our honor.

Pierre La Borde
Trinidad

BELA'S BIRDS A 'MUST READ'

Dear *Caribbean Compass*,

Once again I would like to commend Bela Brown. This time for her article about Tropical Mocking Birds in the November issue. Her series on Island Birds is one of my "must reads" in the *Compass*. I found especially intriguing her description of the males' ceaseless courtship singing. The more creative songs bring to mind jazz musicians while the repetition and volume, which increase with competition, could be compared to rap music and some of the Caribbean music.

There should be enough different species around to keep Bela busy writing about them for years to come, and us to enjoy.

Speedy John
S/V Second Star

KUDOS FOR THE DECEMBER ISSUE

Dear *Compass*,

Congrats on yet another brilliant edition. Looks very good, and so does the new web design — done very smartly.

Paul Rodgers, UK
www.sailingtopurgatory.com

Dear *Compass*,

The magazine looks great! Loaded with info.

Susan Mains
Grenada

Dear *Compass*,

Lovely cover picture!

Roni Everton
S/V Second Star

Dear *Compass*,

I just opened your December issue. The new website is great. Lovely article about Cheryl Johnson and the cruisers' Christmas at The Fig Tree.

Caroline Kennedy
Bequia and UK

INCIDENTS OR STATISTICS?

Dear *Compass*,

I just read Mary Stone's letter [about the Caribbean Safety and Security Net] in the December 2020 issue of *Compass*. I can't believe we're having the same conversation after more than 20 years!

Two issues with her comments: definitions of incidents and statistics.

I think adding the category of "suspicious" to the table of incidents is well deserved. Back in the day, I would have classed those as attempted piracy, based on the words of the report, but this new category is based on the reporting vessel's perception rather than the intent of the suspect vessel. A good compromise.

Regarding statistics: we have been hashing this out since the very first article from the Caribbean Safety and Security Net (CSSN) appeared in *Caribbean Compass* back in 1997. *Compass's* editor and I sat in an OECS (Organization of Eastern Caribbean States) meeting of regional security officials in St. Lucia, listening to an individual presenting numbers which made St. Lucia seem very safe and Grenada very unsafe. I pointed out, as always when this topic arose, that if there are hundreds of boats at anchor, the chances of increased criminal activity goes up. St. Lucia looked safe, at the time, because few boats spent hurricane season at anchor in Rodney Bay, but over 300 boats spent hurricane season in the anchorages of Grenada.

One more time: if you don't have a count of the population (like number of boats at anchor, in marinas, and on the hard), you have no basis for any kind of statistical analysis.

CSSN reports the incidents. The best that can be said is that a particular place is more or less dangerous than it was previously, but attaching percentages has no value.

Melodye Pompa
Formerly *S/V Second Millennium* and
net controller/webmaster for the CSSN

TIDBIT ABOUT CHRIS DOYLE

Dear *Compass*,

As a long-time user of Chris Doyle's cruising guides, I read with interest your interview with him in the December issue of *Caribbean Compass*. A new thing I learned was that he holds a doctoral degree in psychology. I would love to know: has his background in this field influenced how he goes about creating his guides? Could you ask him?

Please sign me,
Sleepless in St. Maarten

Dear Sleepless,

We asked Chris for his reply, which follows.

CC

Dear *Sleepless*,

Thank you. The editor threw that tidbit in; she has known me for years. I would not normally mention those old qualifications! A specific answer to your question is "not consciously or obviously." However, years spent in college as a young person must be somewhat formative and help you become whatever you turn out to be.

Perhaps the most vital part of those years is that while I was in college, I bought a 30-foot Colin Archer, took her as mother ship on a couple of diving expeditions with the university diving club where the biologists were doing some studies, and eventually sailed her to the Caribbean.

Chris Doyle
S/V Ti Kanot

BAREBOAT RACING TIPS

Dear *Compass* readers,

Over the past few years, I have been chartering boats to race in the Caribbean regattas that offer bareboat charter boat divisions and have found it a wonderful avenue to continue sailing in competitive fleets. Many European nations are sending their national teams to the Caribbean for winter sailing — Russia, Ukraine, The Netherlands, Poland, Germany, etcetera.

It is also a great opportunity to include old friends and new non-sailing friends, and to introduce juniors to keelboats. Every time we participate, we extend an invitation to the Sint Maarten and Antigua Yacht Clubs to send one or two of their junior members to race with us at their regattas.

There has been a bit of a shortage of bareboat charter boats since Hurricane Irma in 2017, so we've had to track down boats in different islands and deliver them to the regatta sites for our use, sometimes bringing them from Le Marin in Martinique to St. Maarten or Antigua. This trip takes us about 30 hours, under sail between islands and motoring along the lee shores of bigger islands such as Martinique, Dominica, and Guadeloupe.

Now, about reefing these boats... During the deliveries, we find the need to reef the mainsail, especially because we are generally short-handed and can afford the time to motor head to wind to shake the reef out if needed.

Reefing during racing is a different beast. All the boats that I charter-raced have had a swept-back spreader rig. If you put a reef in the main for the first windward leg, you have to shake it out while still going upwind, because, due to the swept-back spreaders and shrouds, it is almost impossible to re-hoist the sail from a reefed position going downwind, as the full-length battens are bent around the rigging and the battcars and intermediate cars are on sliders in the luff groove of the aluminum mast (not Peter & Olaf's ball bearing cars).

—Continued on page 38

CALENDAR

JANUARY 2021

1 Public holiday or 'recovery day' in many places (New Year's Day)
1 Annual Festival Parade in Montserrat. visitmontserrat.com/festivals
1 – 2 St. Kitts 'Sugar Mas.' stkittstourism.kn/about/events
1 – 6 St. Croix Virtual 'Crucian Carnival.' www.facebook.com/USVIFestivals
6 Public holiday in some places (Three Kings Day/Epiphany)
8 – 18 St. Barth Classical Music Festival. www.saintbarth-tourisme.com/en/classical-music-festival-of-saint-barts
9 RORC Transat arrival in Grenada. http://rorctransatlantic.rorc.org
9 World ARC 2021-22 departs Rodney Bay, St. Lucia. www.worldcruising.com
11 Public holiday in the Bahamas (Majority Rule Day celebrated)
11 – 23 Panama Virtual Jazz Festival. panamajazzfestival.com
15 – 17 Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
16 Round the Island Race, Antigua. www.antiguayachtclub.com
16 – 24 Barbados Sailing Week. www.barbadossailingweek.com
18 Public holiday in Puerto Rico & USVI (Martin Luther King Day) www.worldcruising.com
21 Public holiday in Barbados (Errol Barrow Day) and in the Dominican Republic (Our Lady of Altagracia)
23 - 31 Manhattan Caribbean Week, BVI. https://myc.org/cruising/caribbean-week
25 Public holiday in Aruba (GF Croes Day), in Cuba (Birthday of José Martí) and in Cayman Islands (National Heroes' Day)
26 Public holiday in Dominican Republic (Duarte Day)
27 – 31 Barbados Independent Film Festival. barbadosfilmfest.org
27 – 10 Feb Mustique Blues Festival. https://basilsbar.com
28 FULL MOON
28 – 31 (TBC) Bequia Music Fest. www.bequiamusicfestival.com
31 World ARC 2021-22 transits Panama Canal. www.worldcruising.com
TBA St. Barts Music Festival. www.stbartsmusicfestival.org/festival

FEBRUARY

2 World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
5 – 7 Caribbean Multihull Challenge. www.smyc.com/caribbean-multihull-challenge
7 Public holiday in Grenada (Independence Day)
7 Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
11 – 17 Martinique Carnival
12 – 14 Jolly Harbour Valentine's Regatta, Antigua. www.jhycantigua.com
12 – 16 Carnaval de Ponce, Puerto Rico
12 – 17 Trinidad Carnival
13 – 14 Sweethearts of the Caribbean & Classic Regatta, BVI. www.westendyachtclubbvi.com
13 – 16 Carnival in Barranquilla, Colombia
15 Public holiday in Puerto Rico & USVI (Presidents' Day)
15 - 16 Carnivals in Aruba, Carriacou, Curaçao, Dominica, Haiti and St. Barth
17 Public holiday in many places (Ash Wednesday)
18 Public holiday in Aruba (Flag Day)
19 Antigua 360° Race. www.antiguayachtclub.com
19 – 21 (TBC) Tobago Carnival Regatta
22 Public holiday in St. Lucia (Independence Day)
22 - 26 RORC Caribbean 600 race, Antigua. caribbean600.rorc.org
23 Public holiday in Guyana (Mashramani)
25 Public holiday in Suriname (Liberation Day)
27 FULL MOON
27 Governor's Cup Race, BVI. www.royalbviyc.org
27 Public holiday in Dominican Republic (Independence Day)
TBA Grenada Sailing Festival Workboat Regatta. www.grenadasailingfestivalworkboats.com
TBA Round Martinique Regatta. www.theroundmartinique.com
TBA Caribbean Foiling Championships. sas@caribbeanfoiling.com
TBA Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net

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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MERIDIAN PASSAGE OF THE MOON

JANUARY - FEBRUARY 2021

Crossing the channels between Eastern Caribbean islands, an ebb tide carries you off to leeward and a strong flood tide creates lumpy seas, so crossing with a favorable tide is faster and more comfortable. The table below, courtesy Don Street (www.street-iolaire.com), showing the local time of the meridian passage (or zenith) of the moon for this and next month, will help you calculate the tides.

Water generally tries to run toward the moon. The flood tide starts running eastward soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then ebbs 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.

The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons.

January 2021	
DATE	TIME
1	0144
2	0237
3	0329
4	0418
5	0507
6	0555
7	0644
8	0736
9	0830
10	0927
11	1027
12	1129
13	1228
14	1325
15	1417
16	1505
17	1550
18	1632
19	1713
20	1754
21	1836
22	1939
23	2005
24	2053
25	2145
26	2239
27	2334
28	0000 FULL MOON
29	0029
30	0122
31	0214
February	
1	0304
2	0353
3	0442
4	0532
5	0625
6	0720
7	0818
8	0917
9	1016
10	1113
11	1206
12	1256
13	1342
14	1426
15	1508
16	1549
17	1630
18	1712
19	1757
20	1844
21	1934
22	2026
23	2120
24	2215
25	2310
26	0003
27	0003 FULL MOON
28	0146

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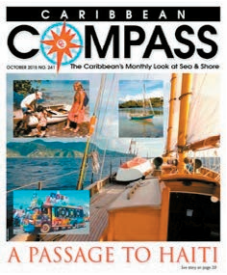
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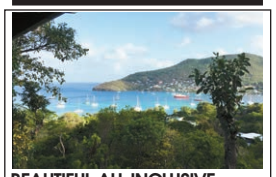
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SARAH STEENLAND



—*Continued from page 34*

…Readers' Forum

That is why, when day racing, I prefer to reef the jib going upwind. The Dacron sails these days generally hold their shape fairly well for the five- or six-year period that the boat is in the charter fleet. And, big companies like The Moorings and Sunsail like to have competitive sails on their boats in these regattas, as it helps them with bookings for future regattas.
Neil Harvey
Florida

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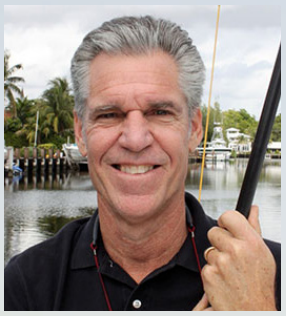
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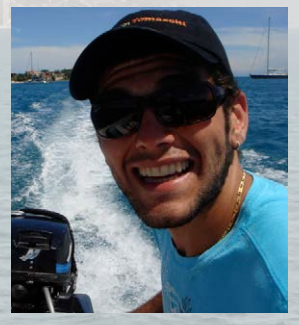
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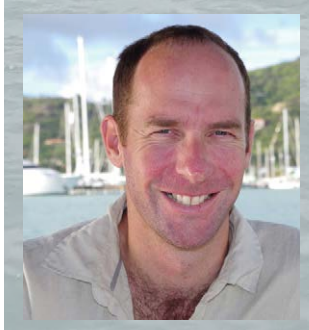
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